# Folsom Women's Facility Project

## Initial Study/Proposed Negative Declaration

PREPARED FOR:

California Department of Corrections and Rehabilitation
Facility Planning, Construction and Management
9838 Old Placerville Road, Suite B
Sacramento, CA 95827

August 31, 2012

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PREPARED FOR:

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Facility Planning, Construction and Management
9838 Old Placerville Road, Suite B
Sacramento, CA 95827

**Contact:**
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PREPARED BY:

**Ascent Environmental, Inc.**
455 Capitol Mall, Suite 205
Sacramento, CA 95814

**Contact:**
Amanda Olekszulin, Principal
916.930.3183

August 31, 2012

**DATE:** August 31, 2012

**TO:** Responsible Agencies, Community Organizations

**SUBJECT:** **Notice of Availability and Intent to Adopt a Negative Declaration by the California Department of Corrections and Rehabilitation for the Folsom Women's Facility Project**

In accordance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Title 14 California Code of Regulations Section 15000 et seq.), an Initial Study was prepared for the California Department of Corrections and Rehabilitation (CDCR) Folsom Women's Facility (FWF) Project in the City of Folsom, California. CDCR has prepared an Initial Study/ Proposed Negative Declaration (IS/Proposed ND) pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15063. CDCR has studied the effects the proposed project may have on the environment. Based on the IS, and due to environmental protection features that CDCR has committed to before release of the proposed ND and IS for public review, the proposed project would avoid the effects to a point where clearly no significant effects would occur. Therefore, an IS/Proposed ND is the appropriate document for compliance with the requirements of CEQA. This IS/Proposed ND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

**Project Title:** Folsom Women's Facility Project

**Lead Agency:** California Department Of Corrections and Rehabilitation

**Project Location:** Folsom, California

North of the existing California Prison Industry Authority (CALPIA) and east of the secured perimeter of California State Prison-Sacramento (CSP-Sac). The site is located less than five miles north of U.S. 50 and approximately 11 miles east of Interstate 80 (I-80). It is approximately 25 miles east of the City of Sacramento and approximately 100 miles northeast of San Francisco.

**Project Description**: CDCR has released for public review the Initial Study and Proposed Negative Declaration (IS/ Proposed ND) for Folsom Women's Facility (FWF) Project. The proposed project consists of reactivation and reuse of the former Folsom Transitional Treatment Facility (FTTF) at Folsom State Prison (FSP) as a newly designated FWF with the capacity to house 403 female offenders. The former FTTF, which operated until recently, housed 400 male inmates, and the existing facility would require minimal modification for the conversion to the proposed FWF. The project would include renovating an existing modular support building for use as a primary care clinic; renovating a room in the existing central support building for a licensed pharmacy; installing razor wire on the existing perimeter fence; pruning trees; replacing the existing sewage grinder pump (located below ground); and restriping the existing 60-space parking lot for 68 parking spaces. Other improvements would include cleaning the lenses and replacing old lamps in standard pole-mounted lights and adding a total of five wall-mounted, low-cast light fixtures on the exterior of existing facility buildings. A maximum of 100 new staff would operate the FWF, which would operate as a satellite facility to FSP.

**Public Review**: The purpose of the IS/ Proposed ND is to fully disclose to the public and decision-makers the environmental consequences of implementing the proposed project in accordance with Section 15205(d) of the State CEQA Guidelines. This document is being made available to the public for review and comment. The IS/ proposed ND is available for a 30-day public review period from August 31, 2012 to October 3, 2012. If you wish to mail written comments, they must be postmarked by October 3, 2012. Comments should be addressed to:

Nancy MacKenzie, Chief
Environmental Planning Section
Facility Planning, Construction and Management
California Department of Corrections and Rehabilitation
9838 Old Placerville Road, Suite B
Sacramento, CA 95827
Phone: (916) 255-2159
Fax: (916) 255-3030
Email: Nancy.MacKenzie@cdcr.ca.gov

After comments are received from the public and reviewing agencies, CDCR may (1) adopt the ND and approve the proposed project, (2) undertake additional environmental studies, or (3) disapprove the project. If the project is approved, CDCR may proceed with implementation of the project.

**To obtain a copy of the Initial Study/ Proposed Negative Declaration**: Copies of the IS/Proposed ND and all documents referenced in the IS/Proposed ND are available for public review during regular business hours at the office of CDCR identified above.

Digital copies of the IS/ND are available on the internet at: http://www.cdcr.ca.gov/FPCM/Environmental.html

A paper copy of the IS/Proposed ND is available for public review at the following locations:

Folsom Public Library
Georgia Murray Building
411 Stafford Street
Folsom, CA 95630

City of Folsom Planning Counter
Community Development Department
50 Natoma Street
Folsom, CA 95630

# NEGATIVE DECLARATION

## Project: FOLSOM WOMEN'S FACILITY PROJECT
## Lead Agency: California Department of Corrections and Rehabilitation

## PROJECT DESCRIPTION

This Negative Declaration (ND), supported by the attached Initial Study (IS), evaluates the environmental effects of the proposed Folsom Women's Facility Project (FWF), which would occur in the City of Folsom, California. The applicant, California Department of Corrections and Rehabilitation (CDCR), is proposing to reactivate and reuse the existing vacant Folsom Transitional Treatment Facility (FTTF) as the newly designated FWF. Refer to Exhibits 2-1 and 2-2 of the attached IS.

The CDCR is the lead agency for this project and has prepared this ND.

## FINDINGS

An IS has been prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the IS, and due to environmental protection features that CDCR has committed to before release of the proposed ND and IS for public review, the proposed project would avoid the effects to a point where clearly no significant effects would occur. This conclusion is supported by the following findings:

1. The proposed project would have no impact related to agriculture and forest resources, land use and planning, and mineral resources.

2. The proposed project would have a less-than-significant impact on aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems.

Questions or comments regarding this ND and IS may be addressed to:

Nancy MacKenzie, Chief
Environmental Planning Section
Facility Planning, Construction and Management
California Department of Corrections and Rehabilitation
9838 Old Placerville Road, Suite B
Sacramento, CA 95827
Ph: (916) 255-2159
Email: Nancy.MacKenzie@cdcr.ca.gov

After comments are received from the public and reviewing agencies, CDCR may (1) adopt the ND and approve the proposed project, (2) undertake additional environmental studies, or (3) disapprove the project. If the project is approved, CDCR may proceed with implementation of the project.

Pursuant to Section 21082.1 of the California Environmental Quality Act, CDCR has independently reviewed and analyzed the IS and ND for the proposed project and finds that the IS and ND reflect the independent judgment of CDCR.

I hereby approve this project:

*(to be signed upon approval of the project after the public review period is complete)*

**Deborah Hysen**
Deputy Director
Facility Planning, Construction and Management
California Department of Corrections and Rehabilitation

[Date]

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## Appendices (on CD on inside back cover)

## Exhibits



## Tables

# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| °F | Fahrenheit |
| AB | Assembly Bill |
| AB 109 | Assembly Bill 109, the Public Safety Realignment Act |
| ALUC | Airport Land Use Commission |
| AQAP | air quality attainment plan |
| ARB | California Air Resources Board |
| ATC | Authority to Construct |
| BAAQMD | Bay Area Air Quality Management District |
| BACT | Best Available Control Technologies |
| CAAQS | California Ambient Air Quality Standards |
| CalEEmod | California Emissions Estimator Model |
| Cal-Fire | California Department of Forestry and Fire Protection |
| Cal-OSHA | California Occupational Health and Safety Administration |
| CALPIA | California Prison Industry Authority |
| CCCMS | Correctional Clinical Case Management System |
| CDCR | California Department of Corrections and Rehabilitation |
| CDF | California Department of Forestry |
| CDFG | California Department of Fish and Game |
| CDOT | California Department of Transportation |
| CEQA | California Environmental Quality Act |
| CESA | California Endangered Species Act |
| City | City of Folsom |
| CLUPs | Comprehensive Land Use Plans |
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| COA | Conditions of Approval |
| CSP-Sac | California State Prison-Sacramento |
| Diesel PM | Particulate exhaust emissions from diesel-fueled engines |
| DTSC | California Department of Toxic Substance Control |
| DWR | California Department of Water Resources |
| EIR | Environmental Impact Report |
| EMFAC | Emission Factor Model |

| | |
|---|---|
| EMS | emergency medical services |
| EPA | U.S. Environmental Protection Agency |
| ESA | Federal Endangered Species Act |
| FHWA | Federal Highway Administration |
| FMMP | Farmland Mapping and Monitoring Program |
| FSP | Folsom State Prison |
| FSPFD | FSP Fire Department |
| FTA | Federal Transportation Administration |
| FTTF | Folsom Transitional Treatment Facility |
| FWF | Folsom Women's Facility |
| GHGs | greenhouse gases |
| HCP | Habitat Conservation Plan |
| HVAC | heating, ventilation, and air conditioning |
| I-80 | Interstate 80 |
| in/sec PPV | inches per second peak particle velocity |
| IS | initial study |
| IS/ND | Initial Study/Negative Declaration |
| IS/Proposed ND | Initial Study/Proposed Negative Declaration |
| ITE | Institute of Transportation Engineers Manual |
| IWLP | Inmate/Ward Labor Program |
| KOP | keep on person |
| lb/day | pounds-per-day |
| Level I | minimum security |
| Level IV | maximum security |
| LOS | level of service |
| Master Plan | Folsom Parks and Recreation Master Plan |
| mgd | million gallon per day |
| MOU | Memorandum of Understanding |
| MPH | miles per hour |
| MRZ-2 | Mineral Resource Zone 2 |
| MSDS | Material Safety Data Sheet |
| NAAQS | National Ambient Air Quality Standards |
| NCCP | Natural Community Conservation Plan |
| NEPA | National Environmental Policy Act |
| $NO_2$ | nitrogen dioxide |

| | |
|---|---|
| NPDES | National Pollution Discharge Elimination System |
| NPL | National Priorities List |
| OFFROAD | Off-Road Equipment Emission Factor Model |
| OSC | Open Space and Conservation District |
| PCBs | polychlorinated biphenyls |
| PG&E | Pacific Gas & Electric |
| PM | particulate matter |
| $PM_{10}$ | respirable particulate matter |
| $PM_{2.5}$ | fine particulate matter |
| ppm | parts per million |
| PSAP | Parolee Substance Abuse Program |
| PTO | Permit to Operate |
| RCRA | Resources Conservation and Recovery Act |
| SACOG | Sacramento Area Council of Governments |
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |
| SCRSD | Sacramento County Regional Sanitation District |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SMUD | Sacramento Municipal Utilities District |
| $SO_2$ | sulfur dioxide |
| SOI | Sphere of Influence |
| SRCSD | Sacramento Regional County Sanitation District |
| SRWTP | Sacramento Regional Wastewater Treatment Plant |
| SVAB | Sacramento Valley Air Basin |
| TTP | Transitional Treatment Program |
| UBC | Uniform Building Code |
| VdB | vibration decibels |
| VMT | vehicle miles traveled |
| WTP | water treatment plant |

# 1 INTRODUCTION

## 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Initial Study/Proposed Negative Declaration (IS/Proposed ND) has been prepared by the California Department of Corrections and Rehabilitation (CDCR) to evaluate the potential environmental effects associated with reactivation and reuse of the existing vacant Folsom Transitional Treatment Facility (FTTF). Under the proposed project, which is authorized by the California 2012 Budget Act, the FTTF would be modified and reused as the newly designated Folsom Women's Facility (FWF). The FWF would provide supplemental statewide capacity for the female inmate population and reduce overcrowding levels in CDCR's female prisons. The project is located immediately east of the secure perimeter of California State Prison-Sacramento (CSP-Sac) within the incorporated city limits of Folsom, in Sacramento County, California. This document evaluates the conversion of an existing facility that was originally designed and operated for 400 return-to-custody male inmates and parolees. The proposed FWF would house a range of security level (levels I through III) and Correctional Clinical Case Management System female offenders. This conversion would include reactivation and reuse of the existing facility, which would ultimately consist of 385 dorm beds and 18 cells, facility and system assessments and repairs, maintenance, site and building modifications to meet building code requirements, conversion of an existing modular support building to a primary care clinic, and incorporation of a licensed pharmacy in the existing central support building. The proposed FWF would house a maximum of 403 female inmates.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). Under CEQA, an Initial Study (IS) can be prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a "public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) The initial study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) The initial study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the proposed project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR).

As described in this IS (Chapter 3), the proposed project would not result in significant environmental impacts. Based on the IS, and due to environmental protection features that CDCR has committed to before release of the proposed ND and IS for public review, the proposed project would avoid the effects to a point where clearly no significant effects would occur. Therefore, an IS/Proposed ND is the appropriate document for compliance with the requirements of CEQA. This IS/Proposed ND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

## 1.2 PURPOSE OF DOCUMENT

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the proposed project. CDCR is the lead agency for the proposed FWF. CDCR has directed the preparation of an analysis that complies with CEQA. At the direction of CDCR, Ascent Environmental Inc., has prepared this document. The purpose of this document is to present to decision-makers and the public the environmental consequences of implementing the proposed project. This disclosure document is being made available to the public for review and comment. The IS/Proposed ND is available for a 30-day public review period from August 31, 2012 to October 3, 2012.

Traffic impact and infrastructure studies were also prepared for the proposed project. The August 2012 *Transportation Impact Analysis* is available in Appendix A, and the Traffic Noise Prediction Model is available in Appendix B of this IS/Proposed ND.

If you wish to send written comments (including via e-mail), they must be postmarked by October 3, 2012. Written comments should be addressed to:

Nancy MacKenzie, Chief
Environmental Planning Section
Facility Planning, Construction and Management
California Department of Corrections and Rehabilitation
9838 Old Placerville Road, Suite B
Sacramento, CA 95827

E-mail comments may be addressed to Nancy.MacKenzie@cdcr.ca.gov.

If you have questions regarding the IS/Proposed ND, please call Nancy MacKenzie at (916) 255-2159.

After comments are received from the public and reviewing agencies, CDCR may (1) adopt the ND and approve the proposed project; (2) undertake additional environmental studies; or (3) abandon the project. If the project is approved and funded, CDCR could proceed with all or part of the project.

A copy of the IS/Proposed ND is available for public review at the following locations:

1. Folsom Public Library, Georgia Murray Building, 411 Stafford Street, Folsom
2. City of Folsom Planning Counter, Community Development Department, 50 Natoma Street, Folsom

## 1.3 SUMMARY OF FINDINGS

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the proposed project.

Based on the issues evaluated in that chapter, it was determined that the proposed project would have no impact related to the following issue areas:

- Agriculture and forest resources
- Land use and planning
- Mineral resources

Impacts of the proposed project were determined to be less-than-significant for the following issue areas:

- Aesthetics
- Air quality
- geology and soils
- Greenhouse gas emissions
- Hydrology and water quality
- Noise
- Population and housing
- Public services
- Recreation
- Cultural resources
- Utilities and service systems
- Biological resources
- Hazards and hazardous materials
- Transportation/traffic

## 1.4 DOCUMENT ORGANIZATION

This IS/Proposed ND is organized as follows:

**Chapter 1: Introduction.** This chapter provides an introduction to the environmental review process. It describes the purpose and organization of this document and presents a summary of findings.

**Chapter 2: Project Description and Background.** This chapter describes the purpose of and need for the proposed project, identifies project objectives, and provides a detailed description of the proposed project.

**Chapter 3: Environmental Checklist.** This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines if each of a range of impacts would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, environmental protection features that CDCR has committed to before release of the proposed ND and IS for public review have been incorporated where needed. Therefore, the proposed project would avoid the effects to a point where clearly no significant effects would occur.

**Chapter 4: References.** This chapter lists the references used in preparation of this IS/Proposed ND.

**Chapter 5: List of Preparers.** This chapter identifies report preparers.

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# 2 PROJECT DESCRIPTION AND BACKGROUND

## 2.1 INTRODUCTION

The California Department of Corrections and Rehabilitation (CDCR) plans to reactivate and reuse the former Folsom Transitional Treatment Facility (FTTF) at Folsom State Prison (FSP) as a newly designated "Folsom Women's Facility" (FWF) that would provide a small prison setting for 403 female offenders in northern California. Operation of the FWF would assist CDCR in meeting design capacity goals in its female prisons. Further, the State's existing female prisons are located in southern and central California, and the FWF would provide an opportunity to place eligible female offenders closer to their families and children located in northern California. The FWF would also assist female inmates with reentry back into society by providing them with community-based rehabilitative programs prior to their scheduled parole to prepare them for a successful return to the county of their last legal residence.

CDCR classifies inmates by security levels and then provides corresponding facility design and operations to ensure security and safety for the public, staff, and inmates. Security levels range from Level I (minimum security) to Level IV (maximum security). The proposed project would renovate the vacant transitional treatment facility into a facility that would house female inmates classified as Levels I to III with reentry capabilities and Correctional Clinical Case Management System (CCCMS) female offenders. Inmates are enrolled in the CCCMS who are capable of living among the general population but need monitoring and treatment for medical or mental health issues. CCCMS female inmates make up approximately 34 percent of the statewide female inmate population.

Reentry programs provide intensive rehabilitation and offer offender job training, mental health and substance abuse counseling, housing placement, educational assistance, and other services in the critical few months just prior to release of inmates with a moderate to high risk of recidivism.

The project would require minimal modification to the existing vacant facility that currently consists of two 200-bed housing units, a central support services building, two modular support buildings, and a garage and maintenance warehouse. The FWF would operate as a satellite facility to FSP.

## 2.2 PROJECT BACKGROUND

In the early 1990s, the City of Folsom operated a stand-alone return-to-custody center housing 400 inmates and located just outside the secured perimeter of FSP and California State Prison-Sacramento (CSP-Sac), The center was operated later by CDCR as a transitional treatment facility for both inmates and parole violators and was renamed the Folsom Transitional Treatment Facility (FTTF). The FTTF included a Transitional Treatment Program, focusing on preparing participants for community reentry and aftercare placement, and a Parolee Substance Abuse Program designed for parolees volunteering to participate in an enhanced 90-day education-based treatment program in lieu of returning to CDCR upon a violation. In December 2008, there were 265 inmates at FTTF. The FTTF closed in January 2010 and is currently vacant.

## 2.3 NEED FOR THE PROPOSED PROJECT

A series of court cases since the early 1990s contended that CDCR is in violation of the United States Constitution by not providing constitutionally adequate health care to prison inmates. The U.S. Supreme Court held that California prison medical and mental health care fell below the constitutional standard of care and that, to meet constitutional requirements, California must reduce its prison population. The U.S. Supreme Court

ruled (May 23, 2011) that the State must comply with an order handed down by a three-judge court to reduce its prison population to 137.5 percent of design capacity within two years.

To comply with the federal court requirements, CDCR proposes to reactivate and reuse the vacant FTTF into a newly designated FWF that would provide supplemental bed capacity for the female inmate population; reduce prison overcrowding in CDCR female prisons; provide a smaller prison setting that serves as a reentry location for some offenders; and assist in housing female inmates in northern California, keeping those ineligible for community-based alternatives closer to their families and children in northern California. The proposed project has been authorized by the California 2012 Budget Act.

## 2.4 PROJECT OBJECTIVES

The proposed project is intended to achieve the following primary objectives:

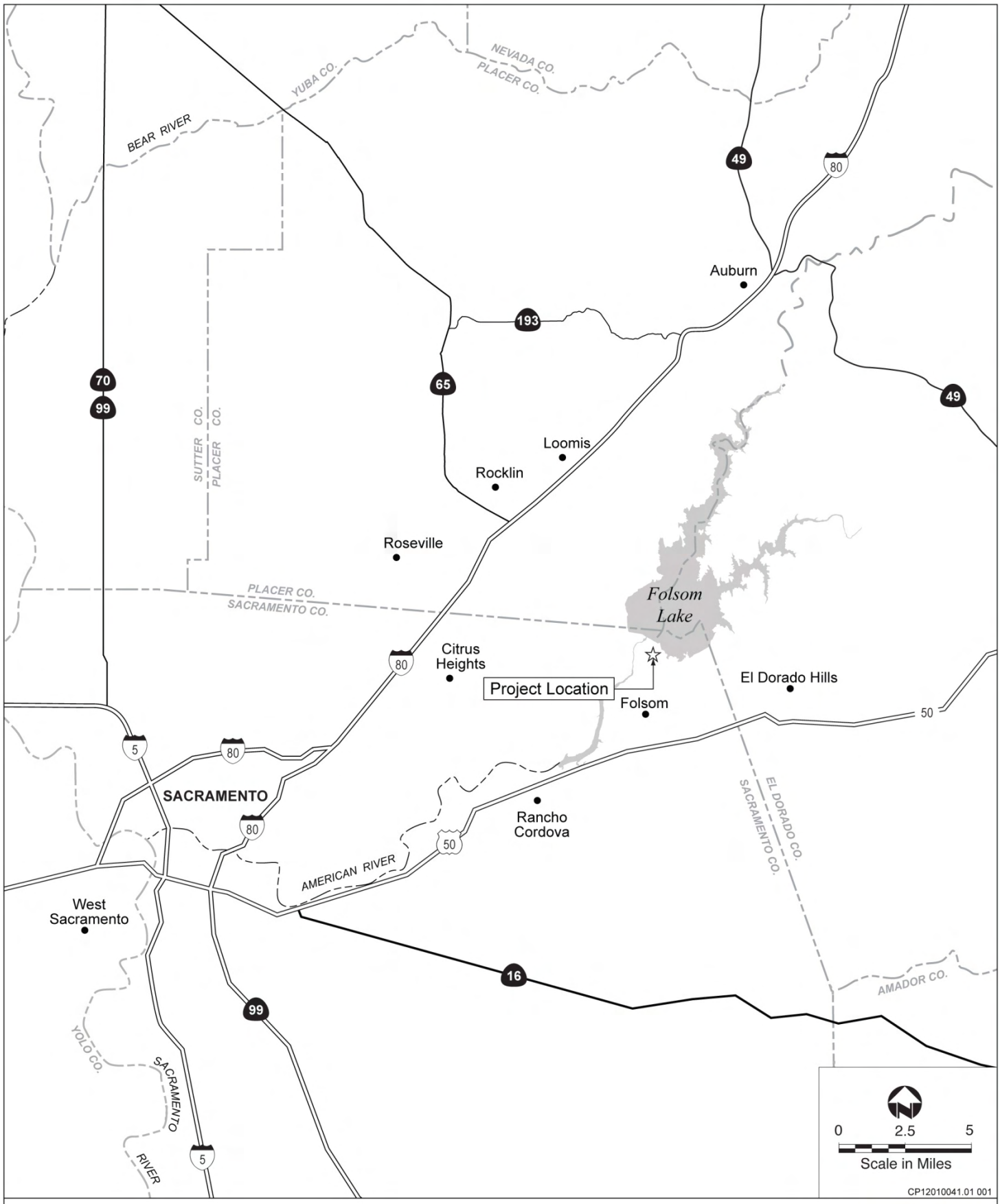
- Implement the requirements of the federal court by providing adequate bed capacity for the female inmate population;
- Provide additional bed capacity to CDCR's existing inventory of female inmate beds to house all potential female inmates by Summer 2013;
- Improve the security and safety for the public, staff, and inmates by reducing prison overcrowding;
- Provide opportunities for rehabilitation and reduced recidivism by housing female inmates who have children and relatives in Northern California closer to their families and by providing services including counseling and reentry housing placement services; and
- Utilize existing state-owned facilities and infrastructure to house adult female offenders.

## 2.5 PROJECT LOCATION

The project site is a seven-acre State-owned property located north of the existing California Prison Industry Authority (CALPIA) and east of the secured perimeter of CSP-Sac. The site is located within the incorporated city limits of Folsom in Sacramento County, California, and less than five miles north of U.S. 50 and approximately 11 miles east of Interstate 80 (I-80). It is approximately 25 miles east of the City of Sacramento and approximately 100 miles northeast of San Francisco (Exhibit 2-1). The main entrance to the FWF would be through FSP which is accessed from Folsom Prison Road off of East Natoma Street. Another access point to the FWF would be from East Natoma Street at the CALPIA entrance, although this access point would be limited to use by CDCR and CALPIA staff and emergency services providers (Exhibit 2-2 and 2-3).

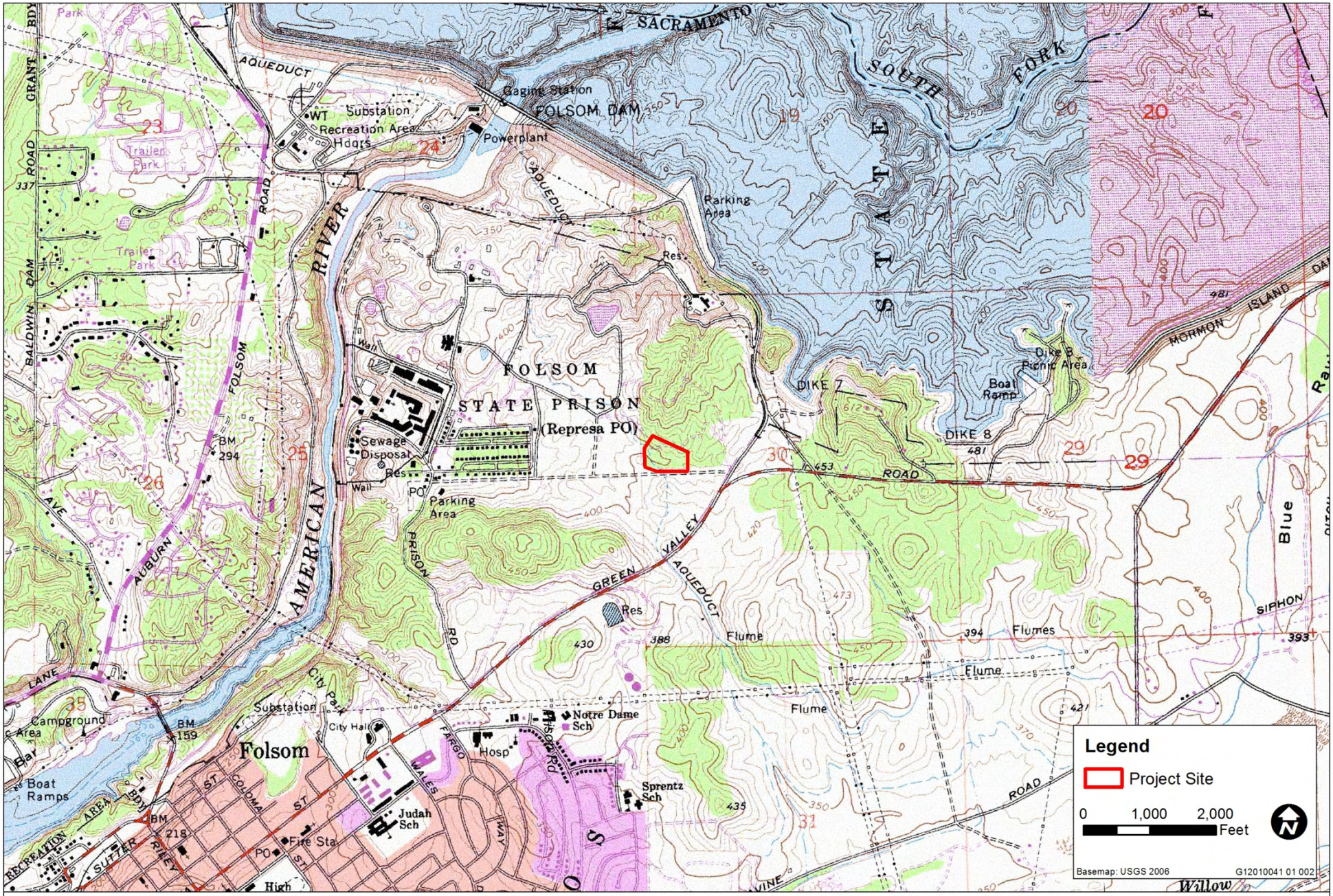
## 2.6 SITE DESCRIPTION

The existing FTTF site consists of an exterior security perimeter fence that encloses two two-story housing units (Housing Units A and B) with design capacities of approximately 200 beds each, a one-story central support services building, two modular buildings, and a garage and maintenance warehouse. The existing security perimeter fence consists of a 10-foot high chain link fence topped with barbed wire on breakaway arms. There are no guard towers. The central support building is separated from the two housing units by two recreation yards. The central support building previously included FTTF administration, visiting room, kitchen, medical services, property storage, and inmate intake/release area uses. Located south/southwest of the exterior security perimeter is a landscaped lawn with trees, walkways to the central support building entrance, and a 60-stall parking area. A perimeter road surrounds the secured facility and a connected garage and maintenance warehouse are located just south of the site's perimeter road.




*Source: Adapted by Ascent Environmental 2012*

**Exhibit 2-1** **Regional Location**




*Source: Adapted by Ascent Environmental 2012*

Exhibit 2-2

Site Vicinity and Topography Map


*Source: Adapted by Ascent Environmental 2012*

**Exhibit 2-3** Site Vicinity Map

ASCENT ENVIRONMENTAL

# 2.7 DESCRIPTION OF PROPOSED FACILITY CONVERSION

The proposed project is the rehabilitation and reuse of existing buildings and facilities. The existing facilities would be used in their existing form without substantial modifications (i.e., demolishing buildings, adding on new wings/rooms, etc.). The specific improvements that would occur at the site are described below. However, it should be noted that activities that are typically associated with construction projects (e.g., grading, trenching, building erection, concrete placement, new pavement, utility installation) would not occur under this project as the existing site is developed with all the structures needed to facilitate the project. Overall, minimal exterior and interior modifications to the site would occur.

## 2.7.1 FACILITIES AND OPERATIONS

The proposed project would involve reactivation and reuse of the vacant FTTF as a newly designated FWF with the capacity to house 403 female offenders (385 dorm beds and 18 cells). The FWF would be designed for custody Levels I through III with reentry capabilities. The FWF would also house CCCMS female offenders who are capable of living among the general population but need monitoring and treatment for medical or mental health issues. They make up approximately 34 percent of the female inmate population. Upon activation, the proposed FWF would provide a basic level of health care with a primary health care clinic. Medical treatment that is beyond a basic level of health care would be provided at Central California Women's Facility. General acute care hospital services and emergency room services would be provided in the same way that such services are provided to FSP inmates using existing contracts.

The proposed FWF would operate as a satellite facility to FSP. FSP would provide dental services and CSP-Sac would provide food preparation and delivery for the proposed FWF. Proposed programming at FWF would include substance abuse, critical thinking, anger management, family relationships, domestic violence, parenting, mental health, academic education, vocational training, support services, and possible employment at CALPIA and through the Inmate/Ward Labor Program (IWLP). CALPIA is a State-operated agency that provides work assignments for approximately 7,000 offenders in California's adult correctional institutions and operates over 60 service, manufacturing, and agricultural industries at 22 prisons throughout California. The IWLP utilizes inmate/ward labor for construction related activities associated with major and minor capital outlay and special repair projects in an extensive geographical region with multiple CDCR facilities.

### PROJECT SCOPE

Initial occupancy would begin December 2012. Female inmates planned for initial occupancy would be classified as Levels I and II and would be screened for a level of fitness meeting a “basic level of care” for medical needs. Facility programming (such as mental health and substance abuse counseling, and other rehabilitative programs) would be limited during initial occupancy (December 2012 through June 2013).

Between December 2012 and June 2013, the project would include renovating Modular Unit B, for a primary care clinic. Modular Unit B is an existing support building located on the east portion of the site and adjacent to Housing Unit B. The proposed clinic would consist of three exam treatment rooms, a provider room, a nurse work station, three mental health consultation rooms, a waiting area with custody officer post, and support space (i.e., restrooms, break room, storage, etc.). Modular Unit B would be renovated to meet access compliance codes and its landing would be designed to support gurney transportation to and from the FWF central support services building. The proposed primary care clinic would enable medical and mental health staff to provide constitutionally adequate medical and mental health care to inmate patients at FWF and protect public health by providing inmate patients timely access to safe and efficient medical and mental health care.

The project would also include the renovation of the existing central support building to include a licensed pharmacy. The pharmacy would be designed with a secure transaction window to enable the pharmacist to distribute prescribed and "keep on person" (KOP) medications to inmate patients. The KOP program allows qualified inmates to keep certain medications in their possession in a safe and secure manner. The proposed pharmacy space would include a secure cabinet for storing narcotics, a sink, a refrigerator, computer with label scanner, monitor, label printer and wire rack shelves on wheels for supplies, etc.

CDCR's IWLP would utilize approximately 50 to 100 of the initial occupancy female inmates for the renovation activities described above. With full activation proposed to take place by June 2013, additional Levels I and II as well as Level III and CCCMS female inmates would be phased into the FWF.

### SECURITY

Perimeter security for the FWF would include existing perimeter security lighting, installing razor wire on the existing perimeter fence, and utilizing the existing security camera system installed at the facility's perimeter. There are no guard towers on the site and none are proposed. A perimeter road surrounds the facility and a vehicle would be designated as a dedicated fence patrol. Consistent with former FTTF maintenance activities, the elm trees in the front of the facility would be pruned to meet CDCR Design Standard Guidelines for safety and security. Pruning would increase visibility and line of sight and would improve the ability of existing exterior lights to illuminate the immediate area and any potentially obscured areas.

Other improvements would include constructing, repairing, or replacing portions of the boundary line fencing; cleaning the lenses and replacing old lamps in standard pole-mounted lights; and adding a total of five wall-mounted, low-cast light fixtures on the exterior of facility buildings. No new high-mast lighting would be added to the project site.

## 2.7.2 UTILITIES AND INFRASTRUCTURE

All required utilities, including water, sanitary sewer, storm drain, electrical, communications, and security electronics, are currently in place. A minor improvement would be made to the wastewater system by replacing the existing sewage grinder pump (located below ground), to accommodate the proposed project.

### POTABLE WATER

No improvements are proposed for the existing water supply system.

FSP and CSP-Sac obtain water from Folsom Lake under a Memorandum of Understanding (MOU) between the State of California, US Army Corps of Engineers, and the Bureau of Reclamation. Under the MOU, the Bureau of Reclamation provides 4,000 acre feet per year of raw water from Folsom Lake by piping water from Folsom Dam.

Folsom Reservoir is the sole source of water for the City. The City currently has water rights of up to 34,000 af/yr (City of Folsom 2008). The City's water service area includes the areas within the City limits south of the American River. The water service area is bordered on the east by the El Dorado County line, on the north by Folsom Reservoir and FSP, on the west by Lake Natoma and the American River, and on the south by US Highway 50. The proposed project site would obtain water from the City of Folsom.

Water for FSP and CSP-Sac is treated at a dedicated onsite 3.5 million gallon per day (mgd), water treatment plant (City of Folsom 2008). Currently, FSP and CSP-Sac use an average of approximately 2,200 af/yr (Beland pers. comm. 2012). The water is delivered to the Folsom facilities (FSP, CSP-Sac, and the project site) from Folsom Lake through an 84-inch water intake pipeline (named Natoma Pipeline) that splits into two separate

lines just north of the CDCR property. One line goes into the dedicated FSP water treatment plant (WTP) that supplies water to FSP and CSP-Sac. The other line is the City's 60-inch raw water line to Folsom WTP that would serve the proposed project site. For the portion of the City south of the American River, treated water is supplied through the Folsom WTP. The plant has a nominal capacity of 50 mgd, and has been retrofitted to accommodate recycling of plant operations water. Water delivery from the Folsom WTP to its service area was 23,113 af in 2010 (Folsom 2011).

### WASTEWATER

Wastewater for both FSP and CSP-Sac discharges into a single 20-inch conveyance line that runs parallel to the American River between FSP and the Rainbow Bridge in the City of Folsom at Tower 8. From there, the wastewater flow discharges into the City of Folsom's 27-inch sewage conveyance line and continues down Folsom Boulevard (north to south) to a collection point near Hazel Boulevard where it enters the Sacramento County Regional Sanitation District's (SCRSD) transmission system.

The permitted maximum wastewater discharge for FSP and CSP-Sac is an average daily rate of 1.15 million gallons, with a maximum daily flow rate not to exceed 2.5 million gallons. In 2010, the annual total wastewater discharge for both prisons was 296 million gallons (an average of 0.81 million gallons per day).

A sewage grinder pump would be installed in-place within the existing wastewater system, replacing the existing unit.

### OTHER UTILITIES AND SERVICES

Pacific Gas and Electric Company (PG&E) provides electricity to the project site. Standby power would be provided with a backup generator. FSP and CSP-Sac have a garbage truck that transports the site's solid waste to the Kiefer Landfill.

## 2.7.3 FACILITY STAFFING

Assembly Bill 109, the Public Safety Realignment Act (AB 109) was passed by the legislature in March 2011. AB 109 and a companion bill AB 117 (collectively referred to herein as AB 109) transfer the responsibility of supervising certain low-risk offenders being released from state custody back to their county of legal residence for supervision by a county agency. AB 109 also changes the penal code and sentencing laws to allow new offenders to be sentenced to local jail rather than to state prison. To be classified as an AB 109 offender, the individual's crime must be non-violent, nonsexual, or non-serious related.

As a result of the passage of AB 109, substantially fewer male inmates are committed to state prisons. In response to this decline in the male inmate population, CDCR is instituting a standardized staffing formula to better manage staff levels and cost without compromising public safety. Prior to realignment, the inmate population of FSP and CSP-Sac combined was 7,347 (CDCR 2012). Today there are fewer than 5,611 men incarcerated at FSP and CSP-Sac. In the past year, as a result of inmate population decline and the new staffing formula, FSP and CSP-Sac staff positions have been reduced by approximately 130 positions. However, with the reactivation of the FTTF for the proposed FWF, approximately 100 staff positions would be added. As a result, there will be no net increase in staffing positions at the Folsom prison sites. Nonetheless, the IS evaluates the environmental impacts associated with 100 new staff positions as described below.

The proposed FWF would operate 24 hours a day, year-round, with three, eight-hour shifts (watches). Projected employment at the new facility is listed in Table 2-1. A maximum of 100 staff are identified to operate the FWF. Staff would include correctional officers and counselors, teachers, parole services associates, and other types of support staff. The existing 60-space parking lot would be restriped for 68 parking spaces to accommodate staff.

| Table 2-1 Projected Employment Levels at Folsom Women's Facility | | |
|---|---|---|
| **Shift** | **Hours** | **Proposed Staff** |
| 1st Watch | 10 p.m.–6 a.m. | 11 |
| 2nd Watch | 6 a.m.–2 p.m. | 33 |
| | 7 a.m.–3 p.m. | 23 |
| | 8 a.m.–5 p.m. | 12 |
| 3rd Watch | 2pm–10 p.m. | 21 |
| **Total** | | **100** |
| Source: CDCR 2012 | | |

### 2.7.4 VISITATION

Visiting days at the proposed FWF would be Saturday and Sunday. Visiting hours would be from about 7:30 a.m. to 1:30 p.m., and the average number of daily visitors is expected to be less than twenty per day. Based on visitation logs at other CDCR women's prisons, it is anticipated that between 12 and 15 visitors would come to the FWF on Saturdays and on Sundays. FWF would be added to FSP's existing on-line visitor reservation system to manage visitation. There would be two options for visitation. One option would be for all visitors to enter the visitor processing center at FSP for identification, screening, metal detection, and possible search. The transportation route for these visitors, by prison shuttle, would be on East Natoma Street. It is anticipated that there would be only one round trip each day (Saturday and Sunday) to the FWF. The second option would be for visitors to report directly to the FWF. The visitation process for FWF would depend on staffing and numbers of visitors.

### 2.7.5 EMERGENCY CONTINGENCY PLANS

FSP and CSP-Sac have an Emergency Preparedness Plan tailored to the specific site needs of the institutions, in compliance with the California Emergency Services Act of 1970. The Plan specifies measures to be implemented within the facility during certain types of emergencies, such as fire, flood, earthquake, war, and civil disturbance. Employees are trained in the use of emergency equipment and medical aid for these situations. Consistent with the former FTTF, the FSP Fire Department would provide primary fire protection and emergency services to the FWF property and the City of Folsom Fire Department would provide back-up fire protection, emergency, and primary medical services.

## 2.8 RENOVATION ACTIVITIES

Renovation activities would be limited to the hours of 7 a.m. - 6 p.m. during weekdays and 8 a.m. - 5 p.m. on weekends, per the City's noise ordinance.

Renovation of the facilities would begin in late Fall 2012, with an estimated completion date of June 2013. Work shifts would be limited to the hours of 7 a.m. - 6 p.m. during weekdays and 8 a.m. - 5 p.m. on weekends, per the City's noise ordinance. A staging area would be located behind the facility within the secure perimeter (see Exhibit 2-3). The staging area would be used for vehicle, equipment, and materials storage. A small amount of fuels, lubricants, and solvents may be stored in this area. Parking for workers would be provided in the existing parking lot.

# 2.9 ENVIRONMENTAL PROTECTION

This section describes the features of the proposed project that CDCR has committed to as part of the project design and construction process to reduce potential environmental impacts.

## 2.9.1 EMISSION CONTROL PRACTICES DURING RENOVATION

The following practices are considered feasible for controlling fugitive dust from activities anticipated to occur with proposed renovation activities.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

## 2.9.2 NESTING BIRD AVOIDANCE MEASURE

To avoid any direct and indirect impacts to raptors and/or any migratory birds, renovation activities adjacent to nesting habitat would occur outside of the typical breeding season (March 1 to August 31) for most migratory birds and raptors. Renovation activities would begin in late fall 2012 and would continue, but gradually decline in intensity over time, until renovation is completed approximately June 2013. During this time, the FWF would be activated and conducting normal daily operations. Because renovation would begin when migratory birds and raptors would not be nesting, and project activities would be continuous from fall through spring, it is unlikely that birds would nest in or immediately adjacent to the project area. Therefore, no impacts to nesting birds would occur.

# 3 ENVIRONMENTAL CHECKLIST

| PROJECT INFORMATION | | |
|---|---|---|
| **1.** | **Project Title:** | Folsom Women's Facility Project |
| **2.** | **Lead Agency Name and Address:** | California Department of Corrections and Rehabilitation<br>9838 Old Placerville Road, Suite B, Sacramento, CA 95827 |
| **3.** | **Contact Person and Phone Number:** | Nancy MacKenzie, Environmental Planning Section, (916) 255-2159 |
| **4.** | **Project Location:** | 300 Prison Road, Folsom, CA 95630 |
| **5.** | **Project Sponsor's Name and Address:** | California Department of Corrections and Rehabilitation<br>9838 Old Placerville Road, Suite B, Sacramento, CA 95827 |
| **6.** | **General Plan Designation:** | Public |
| **7.** | **Zoning:** | Open Space and Conservation District (OSC) |
| **8.** | **Description of Project:** **(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary.)** | Please refer to Section 2.7 of this IS/ND |
| **9.** | **Surrounding Land Uses and Setting:** **(Briefly describe the project's surroundings)** | Please refer to Section 2.6 of this IS/ND |
| **10:** | **Other public agencies whose approval is required:** **(e.g., permits, financing approval, or participation agreement)** | Sacramento Metropolitan Air Quality Management District |

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

| | | |
|---|---|---|
| ☐ **Aesthetics** | ☐ **Agriculture and Forest Resources** | ☐ **Air Quality** |
| ☐ **Biological Resources** | ☐ **Cultural Resources** | ☐ **Geology / Soils** |
| ☐ **Greenhouse Gas Emissions** | ☐ **Hazards & Hazardous Materials** | ☐ **Hydrology / Water Quality** |
| ☐ **Land Use / Planning** | ☐ **Mineral Resources** | ☐ **Noise** |
| ☐ **Population / Housing** | ☐ **Public Services** | ☐ **Recreation** |
| ☐ **Transportation / Traffic** | ☐ **Utilities / Service Systems** | ☐ **Mandatory Findings of Significance** |
| | | ☐ **None With Mitigation** |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☒ I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Nancy MacKenzie — **Signature**

8-30-12 — **Date**

NANCY MACKENZIE — **Printed Name**

Chief, Environmental Planning — **Title**

California Dpt. of Corrections and Rehabilitation — **Agency**

**EVALUATION OF ENVIRONMENTAL IMPACTS**

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

# 3.1 AESTHETICS

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **I. Aesthetics. Would the project:** | | | | |
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | ☐ | ☐ | ☒ | ☐ |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

## 3.1.1 ENVIRONMENTAL SETTING

Aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would negatively alter the perceived visual character and quality of the environment, aesthetic impacts may occur. This analysis is based on review of project maps and drawings, aerial and ground level photographs of the project area, and available planning documents.

The visual character of the project site is composed mostly of existing built elements associated with the vacant Folsom Transitional Treatment Facility (FTTF or project site) (Exhibit 3-1). The FTTF site consists of an exterior security perimeter fence that encloses two, two-story housing units, a one-story central support services building, two modular buildings, and a garage and maintenance warehouse. The existing secure perimeter fence consists of a 10-foot chain link fence with razor ribbon. Existing razor ribbon would be replaced with new 30-inch coil razor ribbon on top of the existing 10-foot chain link fence at the site. The central support building is separated from the two housing units by two recreation yards. Located south/southwest of the exterior security perimeter is a landscaped lawn with trees, walkways to the central support building entrance, and a parking area. A perimeter road surrounds the secured facility and a garage and maintenance warehouse is located just south of the site's perimeter road.

The site is located within the incorporated city limits of Folsom in Sacramento County. The project site is setback approximately 700 feet from the nearest public roadway, East Natoma Street, which provides direct access to the site. Direct views of the project site from East Natoma Street are limited because the facility sits in a topographic bowl that is screened from surrounding hillsides. The project site is surrounded by open woodland of blue oaks, interior live oaks, buckeyes, and annual grasses. Views from surrounding nearby residential neighborhoods (i.e., southeast of East Natoma Street) consist of existing vegetation in the foreground and the existing FSP and CSP-Sac in the background. The project site is not visible from this location or to drivers passing by on East Natoma Street.

The existing parking lot is illuminated at night with standard pole-mounted lighting fixtures (Exhibit 3-2). The FTTF site has eight pole-mounted security lights and 36 wall-mounted, low-cast perimeter lights on the exterior of the existing buildings. An additional 27 wall-mounted fixtures are mounted to the exterior walls of the

inmate recreational yards which are located in the interior of the facility. All outside lights at the project site are currently illuminated on a nightly basis. Exhibit 3-2 represents a typical night view as one enters the facility when lights are illuminated. This exhibit also shows how the existing lighting sources from the other adjacent CDCR facilities are visible in the background. Exhibit 3-3 shows typical security lighting that would be used on the proposed facility.

Exhibit 3-1 Back of Housing Unit B

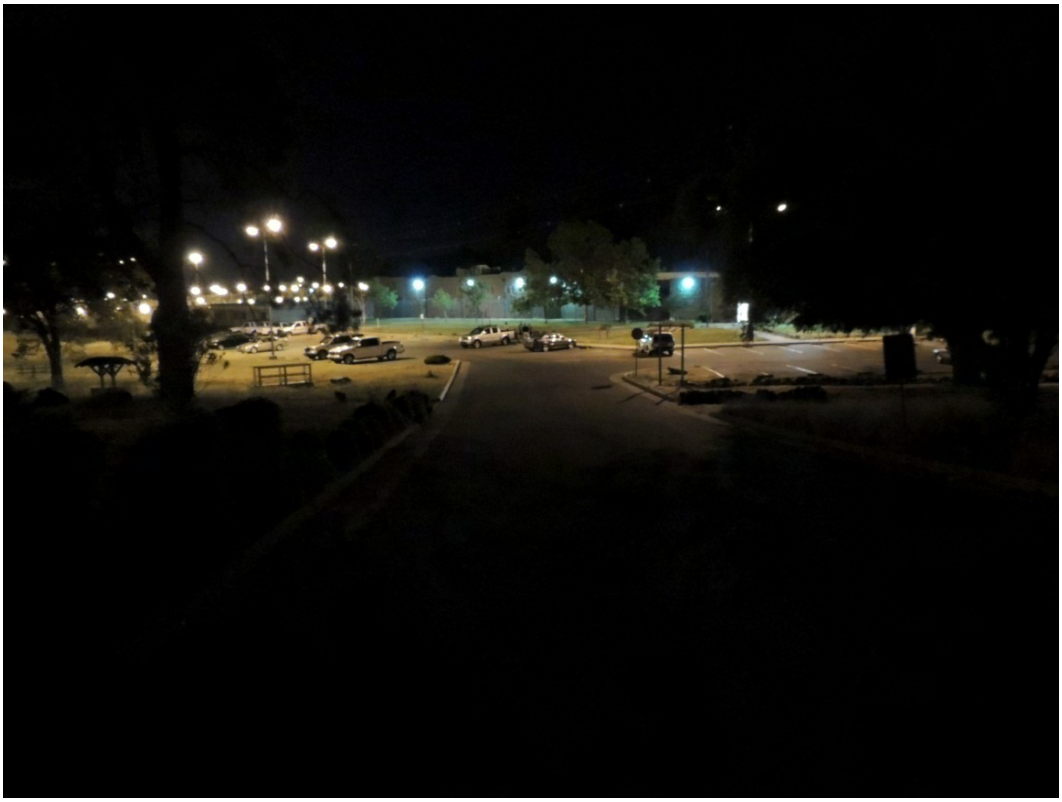


Exhibit 3-2 View from Entrance to Folsom Transitional Treatment Facility

Exhibit 3-3 Perimeter Wall-Mounted Lighting

## 3.1.2 DISCUSSION

### a) Have a substantial adverse effect on a scenic vista?

***Less-Than-Significant Impact***. The proposed project involves minimal modifications and renovation to the existing FTTF structures to house female inmates. The proposed project would include the minor renovation of an existing support building into a new primary care clinic. No demolition of existing structures is proposed. No new buildings would be constructed on the site.

The site is not visible from public roads in the surrounding area and implementation of the proposed project would involve minimal modifications to the existing built and overall visual environment. These include cleaning the lenses and replacing existing lamps of pole lighting, installing two new exterior wall-mounted light fixtures on the front of the main building and three exterior wall-mounted lights on the west side of Module Building B, installing new 30-inch coil ribbon on top of existing exterior perimeter fencing, and implementing regular tree trimming and maintenance of trees that obstruct security lighting and cameras. The existing building and parking footprints would remain unchanged. However, the existing 60-slot parking lot would be restriped (with paint) to add eight additional slots. The proposed modifications and improvements would not result in a noticeable change to the existing visual quality of the site as no new structures are proposed and no substantial changes would be made to the existing facilities. Additionally, the City of Folsom has not identified any scenic vistas or areas of high visual quality in the project vicinity and the existing facilities are not visible from surrounding roadways. Because the proposed project includes minimal modifications to the existing structures, the existing visual quality of the project site would remain primarily unchanged, and there are no identified scenic vistas in the project vicinity, the project would not result in a substantial adverse effect on a scenic vista. This would be a **less-than-significant** impact.

### b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

***No Impact***. The project site is not located on or near an officially state-designated scenic highway (CDOT 2012) and is not visible from surrounding area public roads. Additionally, the project site is already developed and would not require the removal of any existing trees and does not include any new structures that could potentially damage the existing scenic quality. Further, there are no existing scenic resources such as historic buildings or rock outcroppings that would be removed and/or damaged. Therefore, **no impacts** to scenic resources within a state scenic highway would occur from development of the proposed project.

### c) Substantially degrade the existing visual character or quality of the site and its surroundings?

***Less-Than-Significant Impact***. As discussed in a) above, the project would involve minimal modifications and renovations to existing structures and facilities to meet current CDCR design standards; to meet health, fire, and safety code; and to adequately support a female inmate population. No substantial changes would be made to the existing facilities and no new structures are proposed. The existing facilities would not be expanded and no new surrounding land would be developed. Therefore, the proposed project would not substantially change the character of the site or its surroundings. This would be a **less-than-significant** impact.

## d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

***Less-Than-Significant Impact***. Projects result in significant light or glare impacts when they include substantial new light sources, especially in an area that includes very few artificial light sources, or if they include highly reflective surfaces that can create visual distractions to drivers or existing residences. The proposed project would result in minimal modifications to existing lighting at the facility including cleaning the lenses and replacing old lamps on existing pole fixtures. Two new exterior wall-mounted lights would be installed on the front of the central support building on either side of the main door. These fixtures would match the existing wall-mounted lights. Three new wall-mounted lights would also be added on the west side of Modular Building B. All site lighting would be illuminated daily during the nighttime hours (i.e., sunset to sunrise). Existing and new lighting (the five wall-mounted lights referred to above) would be in areas necessary to maintain adequate visibility and security (i.e., along the perimeter of the buildings).

Until January 2010, when the FTTF closed, the facility was illuminated during the night. Since closure of the FTTF, it has continued to operate for various staff training classes, and outdoor light fixtures at the site have remained illuminated at night to maintain adequate security. The project would reactivate this facility and would maintain nighttime lighting levels similar to past, active operations associated with the FTTF. The illumination levels for the proposed project site would not substantially change from existing conditions on the site because new wall-mounted lighting would not be visible from offsite areas due to surrounding topography and the additional project lighting would not substantially expand the illuminated area of the site. Therefore, overall, nighttime views of the project site would be similar to existing conditions. This would be a less-than-significant impact.

# 3.2 AGRICULTURE AND FOREST RESOURCES

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **II. Agriculture and Forest Resources.** | | | | |
| In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement method provided in Forest Protocols adopted by the California Air Resources Board. | | | | |
| Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

## 3.2.1 ENVIRONMENTAL SETTING

The seven-acre, state-owned project site was converted from open space to prison land uses in the early 1990s. The project site consists of institutional prison facilities including housing units, associated support buildings, a

parking lot, a perimeter road and open land. Proposed renovation would occur within disturbed and built-out portions of the site.

Farmlands are mapped by the State of California Department of Conservation under the Farmland Mapping and Monitoring Program (FMMP). The FMMP was created by the State of California to provide data on farmland quality for use by decision makers in considering possible conversion of agricultural lands. Under the FMMP, land is delineated into the following eight categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban or Built-Up Land, other Land, and Water. Mapping is conducted on a county-wide scale, with minimum mapping units of 10 acres unless otherwise specified. The site is classified as Urban and Built-Up Land.

## 3.2.2 DISCUSSION

### a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

***No Impact***. The project would be implemented on developed land at the existing FTTF facility. The site is not used for agricultural production and is classified as Urban-Built-Up land by the FMMP. The proposed project would not result in conversion of farmland. Therefore, there would be **no impact**.

### b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

***No Impact***. The project site is designated Public in the City of Folsom General Plan and is not under Williamson Act protection. Therefore, **no impact** would occur.

### c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

***No Impact***. No portion of the project site is zoned for forest land, timberland, or timberland zoned Timberland Production. Therefore, **no impact** would occur.

### d) Result in the loss of forest land or conversion of forest land to non-forest use?

***No Impact***. Implementation of the proposed project would not result in conversion of farmland or forest resources, and there are no project elements that would otherwise affect agricultural or forest lands. Therefore, **no impact** would occur.

### e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

***No Impact***. No forest resources are located on the project site. The site is completely developed. **No impact** would occur.

# 3.3 AIR QUALITY

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **III. Air Quality.** | | | | |
| Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations. | | | | |
| Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☐ | ☒ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☒ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

## 3.3.1 ENVIRONMENTAL SETTING

The project site is located in eastern Sacramento County and in the Sacramento Valley Air Basin (SVAB). Air quality within the Sacramento County portion of the Basin is regulated by the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the Sacramento Metropolitan Air Quality Management District (SMAQMD). Each agency develops rules, regulations, and/or policies to comply with applicable legislation.

EPA and ARB have set ambient air quality standards for certain air pollutants to protect the public health and welfare. EPA has established National Ambient Air Quality Standards (NAAQS) for the following criteria pollutants: ozone, carbon monoxide (CO), sulfur dioxide ($SO_2$), nitrogen dioxide ($NO_2$), respirable particulate matter ($PM_{10}$), fine particulate matter ($PM_{2.5}$), and lead. ARB has set California Ambient Air Quality Standards (CAAQS) that are the same or are more stringent than the corresponding federal standards. The CAAQS also include standards for sulfates, hydrogen sulfide, and visibility.

If an area has not achieved the NAAQS or CAAQS for any criteria pollutant, EPA and ARB classifies it as a nonattainment area for the respective criteria pollutant. A nonattainment area is required to have an air quality attainment plan (AQAP) to attain and maintain the required standards.

Sacramento County is designated as a federal and State nonattainment area for ozone, $PM_{10}$, and $PM_{2.5}$, and as an attainment area for all other pollutants.

The project site currently consists of unoccupied structures that formerly accommodated the FTTP. The project would result in the renovation and reuse of the existing facility. Minor proposed modifications (e.g., constructing, repairing, or replacing portions of the boundary line fencing; cleaning the lenses and replacing old lamps in standard pole-mounted lights; adding minimal wall-mounted lights) would be required, along with constructing a primary care clinic and a pharmacy within existing buildings.

Nearby sensitive receptors include residences located approximately 700 feet east/southeast of the project site across East Natoma Street and onsite residences located approximately 1,500 feet to the west. CSP-Sac houses adult male inmates, which are also considered sensitive receptors, approximately 600 feet to the west.

Short- and long-term emissions of criteria air pollutants (e.g., $PM_{10}$ and $PM_{2.5}$) and ozone precursors (e.g., ROG and $NO_X$) were assessed in accordance with SMAQMD-recommended methods. Other air quality impacts (i.e., CO, toxic air contaminants [TACs], and odors) were assessed in accordance with methods recommended by ARB and SMAQMD.

An impact on air quality would be significant if a project would:

- Cause construction-generated criteria air pollutant or precursor emissions to exceed the SMAQMD-recommended threshold of 85 pounds-per-day (lb/day) for $NO_X$, or substantially contribute to emissions concentrations (e.g., $PM_{10}$) that exceed the NAAQS or CAAQS;
- Cause long-term regional criteria air pollutant or precursor emissions to exceed the SMAQMD-recommended threshold of 65 lb/day for ROG and $NO_X$, or substantially contribute to emissions concentrations (e.g., $PM_{10}$) that exceed the NAAQS or CAAQS;
- Cause local mobile-source emissions to exceed or substantially contribute to CO concentrations that violate the 1-hour ambient-air quality standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm;
- Expose sensitive receptors to TAC emissions that exceed 10 in 1 million for the maximally exposed individual to contract cancer and/or a hazard index of 1 for the maximally exposed individual; or
- Create objectionable odors affecting a substantial number of people.

## 3.3.2 DISCUSSION

### a) Conflict with or obstruct implementation of the applicable air quality plan?

***No Impact*.** The emission inventories used to develop a region's air quality attainment plans are based primarily on projected population growth and vehicle miles traveled (VMT) for the region, which are based, in part, on the planned growth identified in regional and community plans. Therefore, projects that would result in increases in population or employment growth beyond that projected in regional or community plans could result in increases in VMT above that planned in the attainment plan, further resulting in mobile-source emissions that could conflict with a region's air quality planning efforts. Increases in VMT beyond that projected in area plans generally would be considered to have a significant adverse incremental effect on the region's ability to attain or maintain state and federal ambient air quality standards.

The proposed project would require a maximum of 100 employees (distributed over three work shifts) to commute to the site on a daily basis and would employ a minimal number of construction workers for a relatively short period of time (less than eight months). Site renovations would be implemented primarily by

female inmates transferred to the FWF in December 2012 and housed onsite. Because the proposed project would not change the amount of development projected in the City of Folsom General Plan (through new housing or other commercial development), it would be consistent with the population growth and VMT projections contained in the SMAQMD's Air Quality Attainment Plan, which is based on general plan projections, and would not interfere with the region's ability to attain or maintain state and national ambient air quality standards. Thus, implementation of the proposed project would not conflict with or obstruct implementation of any air quality planning efforts. As a result, **no impact** would occur

## b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

As discussed separately below, implementation of the proposed project would result in short-term construction and long-term operational criteria air pollutant and precursor emissions.

### Short-Term Construction-Related Criteria Air Pollutants and Precursors

***Less-Than-Significant Impact***. Implementation of the proposed project would include renovation of existing buildings for a primary care clinic and pharmacy, minor modifications to existing facilities, and other associated improvements (e.g., fencing and lighting improvements). Renovation activities would possibly commence in late fall 2012 and would last approximately eight months with a peak activity level of two to three months.

During site renovation, criteria air pollutant (and precursor) emissions would be temporary and intermittent. Project-related renovation activities would generate limited fugitive particulate matter (PM) dust emissions and ozone precursors, ROG and NO because no site grading is proposed. The proposed project would involve very minimal if any ground disturbance. Exhaust emissions from diesel equipment and material transport trips would contribute to short-term increases in PM emissions. Exhaust emissions from these construction-related mobile sources would also include ROG and $NO_X$. In addition, the application of architectural coatings (i.e., interior and exterior surface painting) would result in off-gas emissions of ROG.

Due to the nonattainment status of Sacramento County for ozone, $PM_{10}$, and $PM_{2.5}$, SMAQMD recommends that basic construction emissions control practices be implemented regardless of the level of emissions generated by a project. The Basic Construction Emissions Control Practices that are applicable to the proposed project are included in the Project Description. See Section 2.9.1, "Construction Emission Control Practices" for a discussion of air quality control measures included as part of the project.

The project's renovation-related emissions of criteria air pollutants and precursors were modeled in accordance with SMAQMD-recommended methodologies using project specifications (e.g., renovation schedule, equipment list and duration), and default settings and parameters contained in the California Emissions Estimator Model (CalEEmod) for Sacramento County. It was assumed that ground disturbance during construction of the proposed project would be very minimal because construction would be limited to renovation of existing buildings. CalEEMod uses project applicable emission factors published by ARB in its widely-accepted Mobile-source Emission Factor Model (EMFAC) 2007 and Off-Road Equipment Emission Factor Model (OFFROAD) 2007 computer models. The modeled emissions are summarized in Table 3-1. Refer to Appendix C for specific input parameters and modeling output results.

Table 3-1 Summary of Modeled Criteria Air Pollutant and Precursor Emissions from Short-Term Project Construction Activities

| Construction Phase[1] | ROG (lb/day) | $NO_X$ (lb/day) | $PM_{10}$ (lb/day)[2] | $PM_{2.5}$ (lb/day)[2] |
|---|---|---|---|---|
| Building Construction | 4.19 | 27.69 | 2.13 | 1.59 |
| Utility Improvements | 1.77 | 18.22 | 0.75 | 0.75 |
| Architectural Coatings | 35.61 | 2.99 | 0.35 | 0.27 |
| Total worst-case daily emissions | 41.57 | 48.91 | 3.23 | 2.61 |
| SMAQMD Thresholds of Significance[3] | - | 85 | - | - |

Notes: lb/day = pounds per day; ROG = reactive organic gases; $NO_X$ = oxides of nitrogen; $PM_{10}$ = particulate matter with aerodynamic diameter less than 10 microns; $PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns; SMAQMD = Sacramento Metropolitan Air Quality Management District.
Detailed assumptions and modeling output files are included in Appendix C. Totals may not sum exactly due to rounding.
[1] Construction was estimated to occur during the period from November 2012 through December 2013. Worst-case construction emissions would occur when multiple construction phases overlap, which was estimated to occur during summer of 2013.
[2] Emissions modeling does not account for reductions that would be associated with implementation of construction emissions control practices described in the project description (Section 2.9.1).
[3] SMAQMD does not have a threshold for ROG, PM10, or PM2.5; however, modeled emissions are provided for informational purposes.
Source: Modeling Conducted by Ascent Environmental 2012.

Based on the modeling conducted, project-generated short-term, renovation-related emissions would not exceed SMAQMD's applicable thresholds of significance (Table 3-1). Thus, project-generated emissions from renovation would not violate or contribute substantially to an existing or projected air quality violation, including the nonattainment status of Sacramento County for ozone, $PM_{10}$, and $PM_{2.5}$. As a result, this impact would be **less than significant.**

### Long-Term Operational-Related Regional Criteria Air Pollutant and Precursor Emissions

The proposed project would include the long-term operation of the FWF, which would result in vehicle trips from employees and visitors to the project site, natural gas combustion for space and water heating, and operation of stationary equipment (e.g., generators, boilers). SMAQMD requires that all stationary equipment, other than internal combustion engines less than 50 horsepower, emitting air pollutants controlled under SMAQMD rules and regulations require an Authority to Construct (ATC) and Permit to Operate (PTO). Furthermore, stationary sources of air pollutant emissions that comply with applicable regulations pertaining to Best Available Control Technologies (BACT) and offset requirements would not be considered to have significant air quality impacts.

Therefore, potential stationary sources associated with implementation of the proposed project would be required by law to comply with applicable SMAQMD rules, assuring these sources would be equipped with the required emission controls and that, individually, these sources would not cause a significant environmental impact.

Emissions associated with mobile and area sources are summarized in Table 3-2 below. Emissions were also estimated using CalEEMod, as recommended by SMAQMD. The land use type "Hospital" within CalEEMod was used to represent the proposed project because this land use shares attributes of the proposed project. The "hospital" land use type was used to represent the proposed project in CalEEMod, even though the project is not a hospital. The hospital land use type was selected because it represents the 24/7 operation, shift changes, and daily visitor activities that would occur at the proposed FWF. The input parameter used for the "hospital" land use type is "number of beds." It is anticipated that the level of energy consumption associated with medical equipment at a hospital may be higher than what would occur at the FWF, making the emissions estimate slightly conservative. Vehicle-related emissions were estimated based on project-specific data that was input

into the model. Overall, the types of operational activity are better characterized by this land use type than other available choices (e.g., industrial, retail, office, educational), and the emissions estimates are reasonably representative of what would occur at the facility. A project-specific trip rate (225 trips/day) was used in the emissions modeling, which was obtained from the transportation study prepared for the project (MRO Engineers 2012). According to the emissions estimates, project-generated emissions from operation would not exceed SMAQMD's thresholds of 65 lb/day for ROG or $NO_X$. Operational $PM_{10}$ and $PM_{2.5}$ emissions would also be minimal (less than 2 lb/day). Therefore, project operation would not violate or contribute substantially to an existing or projected air quality violation, including the nonattainment status of Sacramento County for ozone, $PM_{10}$, and $PM_{2.5}$. This impact would be **less than significant.**

Table 3-2 Summary of Modeled Criteria Air Pollutant and Precursor Emissions from Long-Term Project Operation

| Emissions Source | ROG (lb/day) | $NO_X$ (lb/day) | $PM_{10}$ (lb/day)[1] | $PM_{2.5}$ (lb/day)[1] |
|---|---|---|---|---|
| Mobile sources | 1.62 | 3.09 | 2.16 | 0.18 |
| Energy[2] | 0.20 | 1.82 | 0.14 | 0.14 |
| Area sources | 2.77 | - | - | - |
| Total Operational Emissions | 4.59 | 4.91 | 2.30 | 0.32 |
| SMAQMD Thresholds of Significance | 65 | 65 | - | - |

Notes:
lb/day = pounds per day; ROG = reactive organic gases; $NO_X$ = oxides of nitrogen; $PM_{10}$ = particulate matter with aerodynamic diameter less than 10 microns; $PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns; SMAQMD = Sacramento Metropolitan Air Quality Management District.
Detailed assumptions and modeling output files are included in Appendix C.
[1] SMAQMD does not have a threshold for PM10, or PM2.5; however, modeled emissions are provided for informational purposes.
[2] Energy includes emissions from natural gas associated with space and water heating.
Source: Modeling Conducted by Ascent Environmental 2012.

### Long-Term Operational-Related Local Mobile-Source Carbon Monoxide Emissions

CO concentration is a direct function of vehicle idling time and, thus, traffic flow conditions. Under specific meteorological conditions, CO concentrations near congested roadways and/or intersections may reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals. As a result, it is recommended that CO not be analyzed at the regional level, but at the local level.

SMAQMD provides a screening method to determine project impacts from localized CO emissions. The proposed project would meet the screening criteria because the project would not result in intersection level of service (LOS) in the project vicinity to be reduced to an unacceptable LOS [i.e., E or F). Consequently, project-generated long-term operation-related local mobile-source emissions of CO would not violate or contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations. As a result, this would be a **less-than-significant** impact.

## c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

***Less-Than-Significant Impact***. Sacramento County is currently designated as a nonattainment area for the state and national ozone, state $PM_{10,}$ and national $PM_{2.5}$ standards. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is

largely a cumulative impact. No single project is sufficient in size to result, by itself, in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. As explained in SMAQMD's CEQA Guidelines, and consistent with CEQA, if a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant (SMAQMD 2009).

In developing thresholds of significance for air pollutants, SMAQMD considered the levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, analysis in addition to that performed under threshold "b" above is not necessary in evaluating cumulative impacts. In addition, the project would incorporate best practices for emissions control during renovation, which would further minimize the project's contribution to cumulative air quality problems.

Thus, as discussed in the analysis under threshold "b" above, project-generated emissions would not exceed applicable thresholds and, therefore, would not violate or contribute substantially to an existing or projected air quality violation. Further, the project would include features to minimize cumulative air quality impacts such as renovation emissions control practices. As a result, project-generated emissions of criteria air pollutants and precursors would not be cumulatively considerable. This would be a **less-than-significant** impact.

## d) Expose sensitive receptors to substantial pollutant concentrations?

***Less-Than-Significant Impact***. As discussed above under b), the proposed project would not result in a substantial contribution to a violation of an ambient air quality standard. Thus, the proposed project would not result in exposure of sensitive receptors to substantial concentrations of criteria air pollutants.

The proposed project would result in limited short-term diesel exhaust emissions from onsite equipment. Particulate exhaust emissions from diesel-fueled engines (diesel PM) were identified as a TAC by the ARB in 1998. The potential cancer risk from the inhalation of diesel PM, as discussed below, outweighs the potential for all other health impacts (ARB 2003), so is the focus of this discussion. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the proposed project (OEHHA 2001).

Additionally, the renovation would occur over two to three months. Thus, considering the highly dispersive properties of diesel PM (Zhu and Hinds 2002), the minimal amount of activity associated with this project, the short duration, and the distance to the nearest receptors (600 feet), renovation-related activities would not be anticipated to result in the exposure of sensitive receptors to substantial pollutant concentrations.

The proposed project would include the long-term operation of existing stationary equipment such as a back-up generator. Such stationary equipment, if not powered off the grid, would be required to obtain permits, where applicable, from SMAQMD. SMAQMD requires that all stationary equipment, other than internal combustion engines less than 50 horsepower, emitting air pollutants (including TACs) controlled under SMAQMD rules and

regulations require an ATC, PTO, and implementation of BACT for TACs. Before granting a permit for these sources, SMAQMD would perform a screening-level analysis or formal health risk assessment to ensure the operation of such would not result in the exposure of sensitive receptors to levels of TAC emissions that exceed the recommended threshold. As a result, operation of any stationary sources would not result in the exposure of sensitive receptors to TAC emissions that exceed SMAQMD's significance threshold. The proposed project would not result in substantial mobile-source emissions of TACs. It is not the type of land use commonly associated with generation of substantial diesel truck trips (e.g., distribution center). Finally, the proposed project would not result in the siting of sensitive receptors in proximity to a major roadway (i.e., arterial accommodating over 50,000 vehicles per day).

Thus, in regard to both project-generated renovation and operational TACs, and criteria air pollutants, this impact would be considered **less than significant**.

## e) Create objectionable odors affecting a substantial number of people?

***Less-Than-Significant Impact***. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress and generating citizen complaints to local governments and regulatory agencies.

Implementation of the proposed project would not result in any major sources of odor. The proposed project would not include activities that are known to produce odors (e.g., landfill, coffee roaster, wastewater treatment facility; SMAQMD 2009). The proposed project would be sited approximately 2,000 feet (within the screening-level distance [i.e., 2 miles; SMAQMD 2009]) of the City of Folsom Wastewater Treatment Plant located to the southwest across East Natoma Street from the project site. According to SMAQMD, there were no documented odor complaints or violations of Rule 402 (Nuisance) during the last three years (Jester, pers. comm., 2012). Several existing receptors are immediately adjacent to the City's wastewater treatment plant. In general, if existing receptors located much nearer to the odor source are not experiencing objectionable odors, then it is reasonable to assume that the facilities odor control systems are functioning sufficiently to prevent exposure to excessive odors. The proposed project would, likewise, not be exposed to substantial odors.

Minor odors from the use of onsite vehicles and equipment during renovation activities would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance. Thus, project implementation would not create objectionable odors affecting a substantial number of people. As a result, this impact would be **less than significant**.

# 3.4 BIOLOGICAL RESOURCES

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IV. Biological Resources. Would the project:** | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service? | ☐ | ☐ | ☒ | ☐ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☒ | ☐ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

## 3.4.1 ENVIRONMENTAL SETTING

The project site consists mostly of buildings, lawns, and paved parking areas. The proposed project would occur within the existing building footprint of the former FTTF and the adjacent parking lot area. A materials and equipment staging area would be located within the site's existing paved parking lot. Oak woodland occurs on the southern portion of the site adjacent to the parking lot, as well as outside the site boundary, to the north and east.

No ground disturbing activities are proposed as part of the project, but renovation activities may require limited construction equipment, such as a crane and truck (cement or water). The landscaped elm trees in the front of the facility would be pruned to meet CDCR Design Standard Guidelines for safety and security. These landscaped grounds provide limited vegetation and wildlife habitat value.

The biological resources investigation for the proposed project is based on review of the project description, examination of aerial photography of the site taken in 2010 (NAIP 2010), searches of the California Department of Fish and Game (CDFG) California Natural Diversity Database (CNDDB) of rare plants and animals in California, the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, and a site visit on June 28, 2012.

### SPECIAL-STATUS SPECIES AND SENSITIVE HABITATS

Special-status species are plants and animals fall into the following categories:

- Listed or proposed for listing as threatened or endangered under federal Endangered Species Act (ESA) or candidates for possible future listing;
- Listed or candidates for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA);
- Listed as Fully Protected under the California Fish and Game Code;
- Animals identified by CDFG as species of special concern;
- Plants considered by CDFG to be "rare, threatened, or endangered in California" (California Rare Plant Ranks of 1A, presumed extinct in California; 1B, considered rare or endangered in California and elsewhere; and 2, considered rare or endangered in California but more common elsewhere). While these rankings do not afford the same type of legal protection as ESA or CESA, the uniqueness of these species requires special consideration under CEQA;
- Considered a locally significant species, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA Section15125 (c)) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); or
- Otherwise meets the definition of rare or endangered under CEQA Section15380 (b) and (d).

Searches of the CNDDB and the CNPS Inventory of Rare and Endangered Plants were conducted for sensitive biological resources that have been documented within a one-mile radius of the project site. Based on a review of the results of the database searches, documented species ranges, and the habitat condition of the project site, no special-status species are expected to occur on the project site. The project site is located immediately adjacent to suitable nesting habitat for a number of migratory birds, such as Swainson's hawk (*Buteo swainsonii*), white-tailed kite (*Elanus leucurus*), and Cooper's hawk (*Accipiter cooperii*).

## 3.4.2 DISCUSSION

### a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

***Less-Than-Significant Impact.*** The project site consists of developed and disturbed land and does not provide suitable habitat for any sensitive plant or wildlife species. The closest recorded sensitive species occurrence is approximately 1.5 miles from the project site. Due to the lack of habitat and distance from known recorded occurrences of sensitive plant and wildlife species, it is highly unlikely that any sensitive plant or wildlife species would occur on the project site. Immediately adjacent to the project site, however, the oak woodlands provide suitable nesting habitat for a number of raptors and/or migratory birds. While no ground-disturbing activities would occur within the project site, proposed renovation activities may include site and building modifications,

such as improving boundary line fencing, cleaning lamp fixtures, trimming trees, and modifying interior spaces. The proposed project would not remove any potential nest trees. As described in Section 2.9, Environmental Commitments, CDCR would begin renovation activities adjacent to nesting habitat would occur outside of the typical breeding season (March 1 to August 31) for most migratory birds and raptors. Renovation activities would begin in late fall 2012 and would continue, but gradually decline in intensity over time, until renovation is completed approximately June 2013. During this time, the FWF would be activated and conducting normal daily operations. Because renovation would begin when migratory birds and raptors would not be nesting, and project activities would be continuous from fall through spring, it is unlikely that birds would nest in or immediately adjacent to the project area. Therefore, no impacts to nesting birds would occur. Because renovation activities would not disturb nesting raptors, this impact would be **less than significant**.

### b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

***No Impact***. Riparian habitat and other sensitive natural communities were not observed on the project site. The project site is entirely landscaped and developed. Therefore, **no impacts** to riparian habitat or other sensitive natural communities would result from implementing the proposed project.

### c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

***No Impact***. No wetlands or other sensitive habitats are present on the project site. Project-related construction and operational activities would not result in the removal, fill, or hydrologic interruption of any potential jurisdictional waters of the United States. **No impacts** would occur.

### d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

***No Impact***. Wildlife corridors are features that provide connections between two or more areas of habitat that would otherwise be isolated and unusable. Often drainages, creeks, or riparian areas are used by wildlife as movement corridors as these features can provide cover and access across a landscape. The project site is developed and most of it is surrounded by an existing perimeter fence. Therefore, the site does not contain any important wildlife corridors and the proposed project would not create an impediment to wildlife movement through the site. **No impact** would occur.

### e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

***Less-Than-Significant Impact***. The City of Folsom General Plan Goal 25 (City of Folsom 1993) identifies Swainson's hawk as a biological resource to be protected. Implementation of the environmental commitment described in Section 2.9, would ensure any potential impacts to Swainson's hawk would be **less than significant.** Therefore, the proposed project would not conflict with any local policies or ordinance protecting biological resources.

### f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

***No Impact***. CDCR has an approved Habitat Conservation Plan (HCP) for its Statewide Lethal Electrified Fence Project. The HCP covers the operation of lethal electrified fences that surround 27 state prisons, including CSP-Sacramento. However, the proposed project would not include the operation of a lethal electrified fence and no changes to the existing lethal electrified fence at CSP-Sacramento are proposed. The HCP does not include any other activities that would apply to this project. The proposed project site is not within the boundaries of an adopted HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. As such, **no impact** would occur.

# 3.5 CULTURAL RESOURCES

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **V. Cultural Resources. Would the project:** | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | ☐ | ☐ | ☐ | ☒ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☐ | ☒ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☐ | ☒ |

## 3.5.1 ENVIRONMENTAL SETTING

The project site has been the subject of a previous cultural resources study. A 1989 records survey of the site indicated that there are no previously recorded cultural resource sites in the project area. However, the onsite survey of the parcel did result in the discovery of one bedrock grinding stone at the edge of the property boundary, but outside areas that would be modified by the project. The grinding site was noted to be typical of the native uses that occurred in the project vicinity. The 1989 Initial Study/Negative Declaration (IS/ND) for the existing facility (formerly named Folsom Return to Custody Center Project) determined that grading activities for the proposed project could potentially damage the grinding stone site. Therefore, mitigation for the potential impact required CDCR to have the site officially described and recorded by the consulting cultural resource specialist and have a cultural resource specialist be present during initial stages of site grading to survey surface soils for cultural resources (CDC 1989).

## 3.5.2 DISCUSSION

### a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

***No Impact***. There are no known historical resources on the project site. Furthermore, construction would consist of renovation and maintenance and repair of existing buildings. No ground-disturbing activities are proposed within the developed site. Consequently, renovation activities would not result in impacts to historical resources, and the proposed project would not cause an adverse change in the significance of a historic or archaeological resource. **No impact** would occur.

### b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

***No Impact***. As described in a) above, no ground-disturbing activities are proposed within the developed site. No known archaeological resources are present within the areas proposed for renovation by the project. Therefore, no disturbance of, or damage to buried resources, known or unknown, would occur. **No impact** would occur.

### c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

***No Impact***. The project site is underlain by the Copper Hill Volcanics (Wagner, et al. 1981). These volcanic rocks have no potential for encompassing paleontological resources (ICF Jones & Stokes 2009). A search of the U.C. Berkeley Museum of Paleontology (UCMP 2012) indicates that there are no recorded fossils on or adjacent to the project site. Further, no earthmoving activities are proposed at the project site. Therefore, there is no potential for damage to paleontological resources during renovation activities at the project site. **No impact** would occur.

### d) Disturb any human remains, including those interred outside of formal cemeteries?

***No Impact***. No human remains are known to occur on the project site. Although it is possible that unidentified human remains exist on the proposed project site, they would not be uncovered because no project-related ground-disturbing activities are proposed. Therefore, **no impact** would occur.

# 3.6 GEOLOGY AND SOILS

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VI. Geology and Soils. Would the project:** | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.) | ☐ | ☐ | ☐ | ☒ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | ☒ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☒ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☐ | ☒ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property? | ☐ | ☐ | ☐ | ☒ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☒ |

## 3.6.1 ENVIRONMENTAL SETTING

The project site is located between the Sierra Nevada and the Great Valley geomorphic province. The Folsom region is underlain by metamorphic rocks of the pre-Carboniferous to Permian Calaveras (more than 360 million years to 280 million years) Formation, the Middle-Upper Jurassic Amador group, and the Upper Jurassic Mariposa Formation. These metamorphic rocks were intruded by the magmas of the Sierra Nevada granitic batholith during the Upper Jurassic (between 208 to 146 million years) [Fugro West 2008].

The soils in the project site have been mapped by the U.S. Department of Agriculture, Natural Resource Conservation District. The project site is composed of two soil map units, the Andreg Course sandy loam, 2 to 8% slopes which covers the majority of the site, and Andreg Course sandy loam, 8 to 15% slopes, which occupies a small portion along the northern project boundary (USDA 2012). These soil types are moderately deep and well

drained and formed in material weathered from granitic rocks. Typically, the surface layer is brown coarse sandy loam about 11 inches thick. Weathered grandiorite is at a depth of approximately 32 inches. The main limitation of this soil is a shallow depth to bedrock (Tugel 1993).

## 3.6.2 DISCUSSION

### a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

### i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

**No Impact**. The Alquist-Priolo Act (Public Resources Code Sections 2621–2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The purpose of the Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Surface ground rupture along faults is generally limited to a linear zone a few yards wide. There are no active or potentially active faults located within the project site or in the project vicinity as mapped under the Alquist-Priolo Earthquake Fault Zone Act (CGS 2010). Therefore, **no impact** would occur.

### ii) Strong seismic ground shaking?

***Less-Than-Significant Impact***. The Foothill fault system is located along the western flank of the Sierra Nevada and is the closest seismic source to the project site, located more than 50 miles north of the project site. Areas of late Cenozoic faulting and some areas of Quaternary faulting have been identified along this system. The 1975 Oroville earthquake (magnitude 5.6) was the most recent event on the Foothills fault system.

The nearest Foothills system fault is the western branch of the Bear Mountain Fault zone trending north-south approximately three to four miles east of the project site (Wagner et al. 1981). Most of this fault zone is considered Pre-Quaternary (i.e. more than 1.8 million years) because of the lack of evidence supporting Quaternary displacement. The nearest potentially active portion of this fault zone is approximately 10 miles northeast, a distance unlikely to result in surface fault rupture at the site.

The project site is located within Uniform Building Code (UBC) Seismic Hazard Zone 3, a designation that indicates earthquakes in the region have the potential to make standing difficult and stucco and masonry walls to fall. However, as described above and in Chapter 2, Project Description, of this IS/Proposed ND, the project would result in the renovation and reuse of existing buildings. While string seismic ground shaking events could occur in the project vicinity, the existing buildings were designed in 1990 to meet seismic safety requirements specified in the California Building Code and UBC standards and would provide adequate protection in the event of a seismic event. As a result, the project would not expose people or structures to substantial adverse effects of seismic events and this would be a **less-than-significant** impact.

### iii) Seismic-related ground failure, including liquefaction?

***No Impact***. Liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction occurs when granular material is transformed from a solid state into a liquefied state as a consequence of increased pore-water pressure. Liquefaction is most commonly induced by strong ground shaking associated with earthquakes.

In some cases, a complete loss of strength occurs and catastrophic ground failure may result. Liquefaction may also happen where only limited strains develop, and ground surface deformations are much less serious.

Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in fresh water environments are generally stable under the influence of seismic ground shaking.

The proposed project would not result in the construction of new buildings or structures and the proposed renovation and reuse of existing structures at the site would not subject the site to new liquefaction hazards. Further, existing buildings were designed in 1990 to meet seismic safety requirements specified in the California Building Code and UBC standards. Therefore, **no impact** related to a new potential for seismic-related ground failure or liquefaction hazard at the site would occur.

### iv) Landslides?

***No Impact***. The California Geological Survey places the City of Folsom low in its landslide category (City of Folsom 1993). The project site is situated near a gently sloping hillside but the existing site is graded to a level surface and primarily cemented over. No new buildings or structures are proposed as part of the project. The existing buildings were designed in 1990 to meet seismic and safety requirements specified in the California Building Code and UBC standards, including standards to minimize hazards from landslides from surrounding areas. The project would not introduce any new features that would alter the landslide potential for the area. Therefore, **no impact** would occur.

### b) Result in substantial soil erosion or the loss of topsoil?

***No Impact***. Construction activities would involve renovation of existing buildings and construction of pharmacy uses within existing modular space on the proposed project site. No grading or earthmoving activities are proposed as part of the project. Therefore, **no impacts** associated with soil erosion or the loss of topsoil would occur.

### c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

***No Impact***. Project soils at the site have a low shrink-swell potential. Expansive soils are evaluated under question d) below. As described above, construction activities would involve renovating and reusing existing buildings on the proposed project site. No grading or earthmoving activities are proposed as part of the project. Therefore, **no impact** related to unstable soils would occur as a result of the proposed project.

### d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

***No Impact***. Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage over time to building foundations, roads, underground utilities, and other structures if they are not designed and constructed appropriately to resist the changing soil conditions. Volume changes of expansive soils also can result in the consolidation of soft clays following the lowering of the water table or the placement of fill. Placement of buildings on unstable soils can result in structural failure.

The two soil types on the project site have a low shrink swell potential (Tugel 1993).No grading or earthmoving activities are proposed as part of the project. Further, existing buildings were designed in 1990 to meet seismic safety requirements specified in the California Building Code and UBC standards, including standards to minimize impacts from expansive soils. Therefore, **no impact** would occur related to the potential hazards of construction on expansive soils.

### e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

***No Impact***. Under a joint sewage disposal agreement (2007), the City of Folsom and CDCR currently provide wastewater and sewer treatment service to the project site. The project would use the existing sewer service and does not propose the use of septic tanks or alternative wastewater disposal systems. Therefore, **no impact** would occur.

# 3.7 GREENHOUSE GAS EMISSIONS

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VII. Greenhouse Gas Emissions. Would the project:** | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

## 3.7.1 ENVIRONMENTAL SETTING

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide ($CO_2$), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is extremely unlikely that global climate change of the past 50 years can be explained without the contribution from human activities (Intergovernmental Panel on Climate Change 2007). By adoption of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 97, the state of California has acknowledged that the effects of GHG emissions cause adverse environmental impacts. AB 32 mandates that emissions of GHGs must be capped at 1990 levels by the year 2020 (Health and Safety Code Section 38530).

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Although the emissions of one single project will not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change.

Legislation and executive orders on the subject of climate change in California have established a statewide context and a process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies evaluate the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and therefore significant. Anticipated effects of global climate change on the environment include sea level rise, reduced water supply and availability, changes in precipitation patterns, and increased frequency and intensity of extreme heat events, wildfire, and flooding.

While the Sacramento Metropolitan Air Quality Management District (SMAQMD), the local agency in charge of air quality considerations in Sacramento County, has not established specific thresholds applicable to GHG emissions, CEQA still requires an evaluation of GHGs. CEQA also specifies that thresholds adopted by other agencies may also be considered by lead agencies when determining project significance.

## 3.7.2 DISCUSSION

### a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

***Less-Than-Significant Impact***. The proposed project would result in renovation of existing buildings for a medical clinic and a pharmacy along with other minor modifications (e.g., fencing and lighting repairs) GHG emissions would be associated with mobile-source exhaust from construction worker commute trips and equipment used onsite (e.g., vehicles, lifts, generators). Operational GHG emissions would be associated with energy used to power and heat the proposed facility and from mobile sources associated with visitor and employee trips to the proposed facility. The operational-related GHG emissions would occur over the lifetime of the proposed project whereas the renovation-related GHG emissions would last for a relatively short period of time (i.e. less than eight months).

GHG emissions associated with renovation activities were calculated using applicable portions of the California Emissions Estimator Model (CalEEMod), which uses emission factors published by the California Air Resources Board (ARB) in its widely-accepted Mobile-source Emission Factor Model (EMFAC) 2007 and Off-road Equipment Emission Factor Model (OFFROAD) 2007. CalEEmod allows for the input of project-specific information and contains default parameters where project-specific information is not available. Input parameters were based on project-specific information (e.g., trip rate of 225 trips/day [MRO Engineers 2012]), default model settings, and reasonably conservative assumptions. The estimated renovation- and operational-related GHG emissions are summarized in Table 3-3 and model output is provided in Appendix C.

**Table 3-3 Summary of Estimated GHG Emissions**

| Emissions Source | | GHG Emissions |
|---|---|---|
| **Total Construction-Related Emissions** | | **944 MT $CO_2e$** |
| Project Operation | Mobile | 286 |
| | Energy | 980 |
| | Solid Waste | 531 |
| | Water | 96 |
| Total Operational-Related Emissions | | 1,893 MT $CO_2e$/year |

Notes: $CO_2e$ = carbon dioxide equivalent; GHG = greenhouse gas; MT/yr = metric tons per year.
See Appendix C for detailed modeling results.
Source: Modeling Conducted by Ascent Environmental 2012.

Renovation activities would be expected to last a maximum of eight months with the peak construction occurring in the first two to three months. The renovation phase would be relatively short compared to the operational lifetime of the project and would result in a total of 944 MT $CO_2e$. In addition, operation of the proposed project would result in approximately 1,900 MT $CO_2e$/year for the lifetime of the project. It is important to note that the project would reuse an existing facility rather than construct a new facility. The proposed project would rely on existing infrastructure already serving FSP rather than require installation of new infrastructure (e.g., roads, utilities). Avoided emissions associated with these project features could not be calculated, therefore, this is a conservative analysis.

SMAQMD has not established levels of significance for GHG emissions. To establish context in which to consider the order of magnitude of project-generated GHG emissions, it should be noted that facilities (i.e., stationary, continuous sources of GHG emissions) that generate greater than 25,000 MT $CO_2e$/yr are mandated to report

their GHG emissions to ARB pursuant to AB 32. On a national (federal) level, the Council on Environmental Quality recommends 25,000 MT $CO_2e$/yr as the level below which full analysis of GHG emissions is not required for projects subject to the National Environmental Policy Act (NEPA). (The Council on Environmental Quality coordinates federal environmental efforts and works closely with agencies and other White House offices in the development of environmental policies and initiatives.) In addition, Bay Area Air Quality Management District (BAAQMD) and South Coast Air Quality Management District (SCAQMD) have both adopted 10,000 MT $CO_2e$/yr as the CEQA significance threshold for industrial projects where the air district is the lead agency. CDCR typically would use thresholds adopted by the agency with jurisdiction over the project or its geographic area, but given there is none in this instance, CDCR's intention is to put project-generated GHG emissions in the appropriate statewide context in order to evaluate whether the proposed project's contribution to the global impact of climate change is considered substantial.

The project's operational GHG emissions would be well below the thresholds adopted by other agencies. For these reasons, it is unlikely that this project would conflict with the goals of AB 32. Therefore, the proposed project would have a less-than-cumulatively considerable and, therefore, **less-than-significant** impact on climate change.

## b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

***Less-Than-Significant Impact***. As discussed under item a) above, both short-term renovation and long-term operational GHG emissions associated with this project would be below other established thresholds (e.g., 25,000 and 10,000 MT $CO_2e$/yr). As described above in a), and it would not be considered a substantial net increase of long-term operation-related GHG emissions. Therefore, implementation of the proposed project would not result in a substantial net increase of long-term operation-related GHG emissions from mobile, stationary, or area sources. For these reasons, as stated above in a) the proposed project would not generate substantial GHG emissions, and therefore, would not conflict with AB 32 or any other applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As a result, this impact would be **less than significant.**

# 3.8 HAZARDS AND HAZARDOUS MATERIALS

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VIII. Hazards and Hazardous Materials. Would the project:** | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☐ | ☒ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☐ | ☒ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ☒ | ☐ |

## 3.8.1 ENVIRONMENTAL SETTING

### HISTORICAL AND CURRENT LAND USE

The former FTTF facility was originally opened in the early 1990s and operated by the City of Folsom as a stand-alone return-to-custody center. The center was operated later by CDCR as a transitional treatment facility (the FTTF) for both inmates and parole violators. The FTTF closed in 2010.

Past and current activities (i.e., landscaping, property storage, and maintenance/storage building) have resulted in the storage, handling, and transport of a variety of hazardous materials common to routine maintenance and operation of urban-type facilities. It is likely that these materials have included fuels, pesticides, paints, and polychlorinated biphenyls (PCBs) (used in light ballasts and transformers).

## ONSITE EMERGENCY SERVICES

The FSP Fire Department provides fire protection for both FSP and CSP-Sac, including the project site. The FSP Fire Department is located adjacent to both FSP and CSP-Sac facilities and is staffed by 14 inmate firefighters who provide prompt primary response to fires reported on prison grounds. The FSP Fire Department maintains mutual aid agreements with the City of Folsom Fire Department.

## REGULATORY AGENCY DATABASE REVIEW

A computerized database search of various agency lists was conducted for the project site and surrounding area to identify potential hazardous contamination sites. The project site is not listed as a Resources Conservation and Recovery Act (RCRA) generator of hazardous wastes according to the EPA's Envirofacts website database (EPA 2012a). Table 3-4 lists hazardous waste generators located near the project site. Small quantity generators produce between 220 and 2,200 pounds of hazardous waste each month, while large quantity generators produce more than 2,200 pounds of hazardous waste or more than 2.2 pounds of acute hazardous waste each month. The nearby FSP is listed on California's DTSC Hazardous Waste and Substances List due to chemicals used in the manufacturing of license plates, cannery wastewater, and scrap metal disposal. Soil remediation has been completed and groundwater monitoring is ongoing. Deed restrictions at FSP have been implemented to limit development to adult housing and restrict the use of groundwater.

The project site is not listed on the California Department of Toxic Substance Control's (DTSC) Hazardous Waste and Substances Sites List (known as the Cortese List) as of July 2012 (DTSC 2012) or the U.S. EPA's Superfund National Priorities List (NPL) (EPA 2012b).

Table 3-4 Hazardous Waste Generators in the Project Vicinity

| Site Name | Address | Distance from Project Site (miles) | Hazardous Waste Activities |
|---|---|---|---|
| California Department of Food & Agriculture | 600 E. Natoma<br>Folsom, CA 95630 | 0.4 | Small generator |
| Folsom Cordova Usd Blanche Sprentz | 249 Flower Circle<br>Folsom, CA 95630 | 1.0 | Small generator |
| City Of Folsom | 48 Natoma Street<br>Folsom, CA 95630 | 1.1 | Small generator |
| Village Cleaners | 49 J Natoma Street<br>Folsom, CA 95630 | 1.1 | Small generator |
| U.S. Department of Interior, BLM | 63 Natoma Street<br>Folsom, CA 95630 | 1.2 | Small generator |

Source: Data compiled by Ascent in 2012

## 3.8.2 DISCUSSION

### a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

***No Impact***. Renovation activities and operation of the proposed project would involve the routine transport and handling of hazardous substances such as paints, fuels for the existing generator, lubricants, and solvents. Handling and transport of these materials could result in the exposure of workers to hazardous materials. However, the proposed project would not create a significant hazard to the public or the environment because project renovation and operation would be in compliance with applicable federal, state, and local laws pertaining to the safe handling and transport of hazardous materials, including California Occupational Health and Safety Administration (Cal-OSHA) requirements. The proposed project would be in accordance with the FSP's Sacramento County approved Hazardous Materials Business Plan, which includes an inventory of hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (California Health and Safety Code, Division 20, Chapter 6.95, Article 1).

In addition, Cal OSHA's regulations for the use of hazardous materials in the workplace, as detailed in CCR Title 8, include requirements for safety training, availability of safety equipment, accidents and illness prevention programs, hazardous substance exposure warnings, and the emergency action and fire prevention plan preparation. Cal OSHA enforces hazard communication program regulations that contain training and information requirements, including procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparing health and safety plans to protect workers and employees at hazardous waste sites. The hazard communication program requires that Material Safety Data Sheets (MSDSs) be available to employees and that employee information and training programs are documented. Therefore, **no impact** would occur.

### b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

***No Impact***. Potential groundwater contamination in the project area is addressed in this document under Section 3.9, Hydrology and Water Quality below. Renovation activities may involve the use of limited numbers of equipment, which use small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that are typically associated with construction activities. However, CDCR would establish a staging area, in the existing parking lot, where hazardous materials would be stored during renovation and workers would adhere to FSP's existing Emergency Preparedness Plan that addresses accidental spill prevention and response. During future operations, CDCR would continue to adhere to FSP's Emergency Preparedness Plan for spill control and prevention. With prevention and management in place, **no impact** would occur.

### c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

***No Impact***. The nearest school to the project site is the Blanche Sprentz Elementary School located at 249 Flower Drive , approximately one mile south of the project site. The next nearest school is Carl Sundahl Elementary School (9932 Inwood Road), approximately 1.35 miles northwest of the project site. The proposed project would involve renovation and reuse of existing facilities on CDCR property located just east of the secure perimeter of CSP-Sac. As described in (g) below, the proposed project would operate under the terms of FSP's existing emergency preparedness plan. Based on the distance from the closest school, the proposed project

components, and existing emergency preparedness plan already in place, **no impact** would occur related to emissions or handling of hazardous materials close to schools.

### d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

***No Impact***. The project site is not listed as a RCRA small quantity generator of hazardous wastes according to EPA's Envirofacts website database (EPA 2012a), and is not listed on the DTSC's Hazardous Waste and Substances Sites List (known as the Cortese List) (DTSC 2012). As discussed above, the nearby FSP is listed on California's DTSC Hazardous Waste and Substances List. Soil remediation has been completed and groundwater monitoring is ongoing. Deed restrictions at FSP have been implemented to limit development to adult housing and restrict the use of groundwater. The proposed project is not located within the FSP and would not include the use of groundwater. Therefore, implementation of the project would not create a hazard to the public or the environment and i **no impact** would occur.

### e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

***No Impact***. The nearest airports to the project site are the Cameron Airpark, located more than nine miles to the east, Mather Airport, located 11 miles to the southwest, and McClellan Airfield, located more than 13 miles to the west. Cameron Airpark does not have an adopted airport land use plan, but is more than two miles from the FWF site, and therefore, would not present any safety hazards to the project site. McClellan Airfield and Mather Airport's Comprehensive Land Use Plans (CLUPs) are provided by the Sacramento Area Council of Governments (SACOG). In addition, the Airport Land Use Commission's (ALUC's) Policy Plan includes policies to ensure public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards related to aviation. Tall structures (e.g., radio or other communication towers), non-reflective materials, transmissions, and other development that would be considered a visual distraction to pilots are not proposed as part of the project. Because the project site is not located within the CLUPs for Mather Airport or McClellan Airfield and no elements of the proposed project would be considered a visual distraction to pilots, no aviation-related safety impacts for people residing or working in the project area are expected to result from the proposed project. **No impact** would occur.

### f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

***No Impact***. There are no FAA-approved landing facilities in the project vicinity. Thus, there would be **no impact** related to airport safety.

### g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

***No Impact***. FSP has an Emergency Preparedness Plan tailored to the specific site needs of the institution, in compliance with the California Emergency Services Act of 1970. The plan specifies measures to be implemented within the facility during certain types of emergencies, such as fire, flood, earthquake, war, and civil disturbance. Employees are trained in the use of emergency equipment and medical aid for these situations. The Emergency Preparedness Plan does not need to be amended and is adequate to cover the proposed project and associated inmates, staff, and visitors. The proposed project would operate under the terms of FSP's existing Emergency

Preparedness Plan. Therefore, implementation of the proposed project would not physically interfere with or impair implementation of the emergency response plan. **No impact** would occur.

### h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

***Less-Than-Significant Impact***. Except for the developed areas of CSP-Sac to the west and California Prison Industry Authority (CALPIA) to the northwest, the site is surrounded by oak woodland that extends east towards Folsom Lake. The woodland area is traversed by fire breaks, patrol roads, and a couple utility lines. The project site currently consists of existing prison facilities, supporting structures, parking lots, a perimeter road, and landscaped areas. The project site is not located within or adjacent to a State Responsibility Area managed by the California Department of Forestry and Fire Protection (Cal Fire); therefore, the site is not ranked by Cal Fire. According to the California Fire Alliance's Fire Planning and Mapping Tools database, the project is in an area dominated by fuels classified as "moderate" in terms of wildland fire risk (California Fire Alliance 2009). Some areas surrounding the prison facilities are classified as "high", likely because of the remaining open space areas located on the 1,200 acre CDCR parcel. The oak woodland proximity to the site may increase exposure to anthropogenic ignition sources (e.g., discarded cigarettes, sparks emanating from vehicles, etc.). However, the FSP Fire Department is located on the CDCR property and includes 14 inmate firefighters, who would provide prompt response to fires reported on prison grounds, and any additional assistance needed would be provided by the City of Folsom Fire Department in conjunction with its mutual aid agreement with FSP Fire Department. Therefore, impacts related to wildfires are considered **less than significant**.

# 3.9 HYDROLOGY AND WATER QUALITY

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IX. Hydrology and Water Quality. Would the project:** | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☐ | ☒ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☐ | ☒ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation? | ☐ | ☐ | ☐ | ☒ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding? | ☐ | ☐ | ☐ | ☒ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☐ | ☒ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☐ | ☒ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ☒ |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☒ | ☐ |
| j) Result in inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☒ |

## 3.9.1 ENVIRONMENTAL SETTING

### CLIMATE AND REGIONAL HYDROLOGY

Temperatures within the project area range from July highs of 97 degrees Fahrenheit (°F) to January lows of 36.6°F. Average annual precipitation is 24.17 inches and falls as rain primarily between the months of October through April (WRCC 2010).

The project site is bounded on the northern and eastern sides by Folsom Lake, and is bounded on the southern and western sides by the City of Folsom. The project site is located approximately one mile southeast of Folsom Dam and approximately one mile east of the American River located downstream of the Folsom Dam. The proposed project is located within the American River watershed. There are no known natural drainages present on the project site. The closest natural drainage ditch to the site is located approximately 0.22 mile north.

### EXISTING ONSITE DRAINAGE AND HYDROLOGY

The elevation of the project site ranges from 398 to 430 feet above mean sea level (Google Earth 2012). Surface drainage of the CDCR property is generally to the west and southwest toward the American River via sheet flow, several small intermittent creeks, drainage channels, and subsurface stormwater drains. There are four main drainage systems within the CDCR property. The southern system drains the CALPIA, the southern portion of CSP-Sac, and the project site. The southern storm drain pipeline inlet that serves the site is located in the patrol road just northwest of the former FTTP housing facilities.

### GROUNDWATER

The groundwater basin underlying the project site is the South American Subbasin, within the southeastern corner of the Sacramento Valley Groundwater Basin (CDWR 2004). The surface area of the South American Subbasin comprises approximately 248,000 acres. The subbasin is bordered to the east by the Sierra Nevada range, to the west by the Sacramento River, to the north by the American River, and to the south by the Cosumnes and Mokelumne Rivers. Groundwater level trends analyzed by the California Department of Water Resources (DWR) indicated a consistent pattern of water levels through much of the basin. With a few exceptions in the vicinities of City of Sacramento and Rancho Cordova, groundwater level measurements for this subbasin from the mid-1960s to approximately 1980 show a 20% decline, a rise by 1983, and an approximate 15-foot decline by 1995 (CDWR 2004).

The groundwater in the project area is typically of calcium magnesium bicarbonate or magnesium calcium bicarbonate character (CDWR 2004). Seven areas within the South American subbasin are considered impaired and have significant contamination issues. However, these sites are all downstream of the project site. The quality of groundwater in the Sacramento Valley is considered good.

The Folsom area is served by two purveyors of water. The City of Folsom serves the area within the City limits located east of the American River and the San Juan Water District serves the area of Folsom west of the river.

## 3.9.2 DISCUSSION

### a) Violate any water quality standards or waste discharge requirements?

**No Impact**. Construction would consist of renovation and maintenance and repair of existing buildings. No grading or earth-moving activities are proposed. Only minor modifications to existing facilities would occur;

therefore, the proposed project would not violate any water quality standards or waste discharge requirements. **No impact** would occur.

### b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

***No Impact***. The proposed project site would obtain water from the City of Folsom (refer to Section 3.17, Utilities and Public Service Systems, below). Folsom Reservoir is the sole source of water for the City of Folsom. The City currently has water rights of up to 34,000 af/yr (City of Folsom 2008). No groundwater wells would be drilled as part of the proposed project. Because renovation activities and operation of the project would not rely on groundwater and would not result in any new impervious surfaces, the project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table level. As such, **no impact** would occur.

### c-e) Substantially alter the existing drainage pattern of an area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion, siltation, or flooding – or create or contribute to runoff water which would exceed the capacity of existing of planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

**No Impact**. Currently, most of the project site consists of impervious areas (roads, buildings, paved areas). The proposed project components would not increase impervious surface coverage of the site. The existing drainage system is adequate to ensure that stormwater would be properly directed to existing facilities, thereby inhibiting any erosion or siltation from occurring on or offsite. No changes to the existing drainage system would occur. As such, **no impact** would occur.

### f) Otherwise substantially degrade water quality?

***No Impact***. No excavation would occur as part of the proposed project. Therefore, no potential exists for encountering groundwater during project construction, and water would not discharge to a storm drain or a receiving water body beyond current levels. **No impact** to water quality would be anticipated.

### g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

***No Impact***. The proposed project is not located within the 100-year flood zone. **No impact** would occur.

### h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

***No Impact***. The proposed project is not located within the 100-year flood zone. **No impact** would occur.

### i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

***Less-Than-Significant Impact***. The proposed project is located approximately one mile from Folsom Dam. Although the project site does not lie within a 100-year flood hazard area, it does lie within a dam inundation area. The site's close proximity to Folsom Lake and Dam results in the potential for exposure of people or structures to significant risk of loss, injury, or death as a result of dam failure. The risk of dam failure is low, and Folsom Dam is currently undergoing significant upgrades to prevent dam failure. Because of the low likelihood of dam failure and the fact that both the surrounding FSP and CSP-Sac facilities already exist below the Dam, impacts would be considered **less than significant**.

### j) Result in inundation by seiche, tsunami, or mudflow?

***No Impact***. The project site is located more than 95 miles from the Pacific Ocean and is not at risk for inundation by a tsunami. Topography surrounding the project site, while varied in elevation, does not present a reasonable setting for mudflows to occur that would be large enough to substantially affect the project site. Seiches are waves in inland bodies of water produced by earthquakes or landslides. Significant seismic shaking near the project site could have the potential to cause seiches in Folsom Lake. However, a seiche wave from Folsom Lake would not have the ability to reach the project site due to the restrictive height of the Folsom Dam and adjacent earthen dikes. As such, **no impact** would occur in relation to inundation by seiche, tsunami, or mudflow.

# 3.10 LAND USE AND PLANNING

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **X. Land Use and Planning. Would the project:** | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ |

## 3.10.1 ENVIRONMENTAL SETTING

The project site is located within the incorporated city limits of Folsom in Sacramento County. The site is bounded by a security perimeter road and oak woodland on the north, CSP-Sac on the west, CALPIA and oak woodland on the south, and a security perimeter road and oak woodland on the east. The project site is currently designated as "Public" by the City of Folsom General Plan (City of Folsom 1993). As a State agency, CDCR is generally exempt from local plans, policies, and regulations, but does consider them for purposes of complying with federal or State law.

Except for CSP-Sac to the west and CALPIA to the southwest, the site is surrounded by generally undeveloped lands. The project site is located adjacent to existing offsite residences, the nearest of which are located approximately 700 feet to southeast. Onsite staff residences are located approximately 1,500 feet to the west of the proposed facility. The nearest airport, Cameron Airpark, is located more than nine miles to the east.

## 3.10.2 DISCUSSION

### a) Physically divide an established community?

***No Impact***. The proposed project is located within existing prison grounds. Thus, the project would not divide an established community and **no impact** would occur.

### b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

***No Impact***. The project site is designated "Public" under the City of Folsom General Plan, and is developed with a use that is consistent with this designation. Although the State is not required to conform to local planning requirements, the proposed improvements are consistent with zoning and land use designations for the site, and would not conflict with any adopted environmental plans, policies, or goals. **No impact** would occur.

### c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

***No Impact***. CDCR has an approved HCP for its Statewide Lethal Electrified Fence Project. The HCP covers the operation of lethal electrified fences that surround 27 state prisons, including CSP-Sac. However, the proposed project would not include the operation of a lethal electrified fence and no changes to the existing lethal electrified fence at CSP-Sac are proposed. The HCP does not include any other activities that would apply to this project. Further, all proposed improvements to the project site would be constructed on land previously converted to urban use (see Section IV, "Biological Resources") and the proposed project would not involve impacts or modification to the existing nearby lethal electrified fence associated with CSP-Sac. Therefore, **no impact** would occur.

# 3.11 MINERAL RESOURCES

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XI. Mineral Resources. Would the project:** | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | ☐ | ☐ | ☐ | ☒ |

## 3.11.1 ENVIRONMENTAL SETTING

According to the Sacramento County General Plan, known mineral resources under production in Sacramento County consist of natural gas located in the California Delta area and aggregate, rock, and clay resources located throughout northern Sacramento County.

The Sacramento County General Plan Update Draft EIR shows that the project site is located in an area classified as containing Significant Mineral Deposits and is zoned as Mineral Resource Zone 2 (MRZ-2) by the California State Geologist (Sacramento County 2009). The designation of MRZ-2 is defined as areas for which geologic data indicate that significant measured or inferred mineral resources are present.

## 3.11.2 DISCUSSION

### a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

***No Impact***. As discussed above, the site is located within an area designated as a MRZ-2.While the project site may contain mineral resources, the existing CDCR facility precludes mineral extractions from occurring. Because the existing buildings and parking lot are located within the existing CDCR property, the proposed project activities would not alter the availability of onsite mineral resources. Therefore, there would be **no impact**.

### b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

***No Impact***. As discussed above, the site is located within an area designated as a MRZ-2. The existing CDCR facility precludes mineral extractions from occurring and no proposed, existing, or known abandoned mines exist at the site. Because the site is developed, the proposed project would not alter the availability of onsite mineral resources. Therefore, **no impact** would occur.

# 3.12 NOISE

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. Noise. Would the project result in:** | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards? | | | | |
| Short-Term Construction Source Noise | ☐ | ☐ | ☒ | ☐ |
| Long-Term Operational Source Stationary Noise | ☐ | ☐ | ☒ | ☐ |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☐ | ☒ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

## 3.12.1 ENVIRONMENTAL SETTING

Existing conditions are governed by the presence of noise-sensitive receptors, the location and type of noise sources, and overall ambient levels. Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where a quiet setting is an essential element of their intended purpose. Residential dwellings are a primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, schools, historic sites, cemeteries, and recreation areas are also generally considered sensitive to increases in exterior noise levels. Places of worship and transit lodging, and other places where low interior noise levels are essential are also considered noise sensitive. Those noted above are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance.

The project site is located adjacent to existing offsite residences, the nearest of which are located approximately 700 feet to the southeast. Onsite residences are located approximately 1,500 feet to the west of the proposed facility. In addition, CSP-Sac inmates are housed approximately 600 feet to the west of the proposed project site and are also considered noise-sensitive receptors.

The existing noise environment in the project area is primarily influenced by transportation noise from vehicle traffic on the local roadway system (e.g., East Natoma Street). Other noise sources that contribute to the existing noise environment include, to a much lesser extent, activities at the existing CSP-Sac (e.g., commercial equipment, truck deliveries).

Various private and public agencies have established noise guidelines and standards to protect citizens from potential hearing damage and other adverse physiological and social effects associated with noise. Applicable regulations are contained in the City of Folsom General Plan Noise Element and Section 15-26 of the Municipal Code as described below.

## CITY OF FOLSOM GENERAL PLAN NOISE ELEMENT

The City of Folsom General Plan Noise Element contains the exterior noise standards summarized below in Table 3-5. The General Plan also prohibits development of residential or other noise-sensitive land uses within areas that exceed 60 dB Ldn/CNEL associated with traffic noise on public roadways or where interior noise levels exceed 45 dB Ldn/CNEL with doors and windows closed (City of Folsom 1993:pg 26-13). The proposed project does not propose new residential development.

## CITY OF FOLSOM MUNICIPAL CODE

The City of Folsom municipal code includes the noise ordinance in Chapter 8.42 "Noise Control", which establishes exterior and interior noise level standards. These noise standards are summarized in Tables 3-5 and 3-6 below.

Table 3-5 Exterior Noise Level Standards

| Cumulative Number of Minutes in any 1-hour time period | Daytime dBA (7 a.m. to 10 p.m.) | Nighttime dBA (10 p.m. to 7 a.m.) |
|---|---|---|
| 30 | 50 | 45 |
| 15 | 55 | 50 |
| 5 | 60 | 55 |
| 1 | 65 | 60 |
| 0 | 70 | 65 |

Notes: dBA = A-weighted decibels.
Each of the noise levels specified above shall be lowered by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.
Source: City of Folsom Municipal Code, Section 8.42.040

Table 3-6 Interior Noise Level Standards

| Cumulative Number of Minutes in any 1-hour time period | Daytime dBA (7 a.m. to 10 p.m.) | Nighttime dBA (10 p.m. to 7 a.m.) |
|---|---|---|
| 5 | 45 | 35 |
| 1 | 50 | 40 |
| 0 | 55 | 45 |

Notes: dBA = A-weighted decibels.
Each of the noise levels specified above shall be lowered by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.
Source: City of Folsom Municipal Code, Section 8.42.050

The City of Folsom exempts construction activities provided that construction does not take place before 7 a.m. or after 6 p.m. during weekdays and before 8 a.m. or after 5 p.m. on weekends.

#### VIBRATION

Typical outdoor sources of perceptible groundborne vibration include construction equipment, trains, and roadway traffic. The California Department of Transportation (CDOT) recommends a level of 0.2 inches per second peak particle velocity (in/sec PPV) with respect to the prevention of structural damage for normal buildings associated with groundborne vibration. The Federal Transportation Administration (FTA) recommends a maximum acceptable level of 80 vibration decibels (VdB) with respect to human response for residential uses (i.e., annoyance) from groundborne vibration.

## 3.12.2 DISCUSSION

### a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

### c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

### d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

#### SHORT-TERM CONSTRUCTION SOURCE NOISE

***Less-Than-Significant Impact***. Renovation noise levels in the vicinity of the proposed project would fluctuate depending on the particular type, number, and duration of usage of equipment. The effects of construction noise are largely dependent on the type of renovation activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity.

Additionally, activities that occur during the more noise-sensitive evening and nighttime hours are of more concern. Because exterior ambient noise levels typically decrease during the late evening and nighttime hours as traffic volumes and commercial activities decrease, construction activities performed during these more noise-sensitive periods of the day can result in increased annoyance and potential sleep disruption for occupants of nearby residential uses.

Noise emission levels at 50 feet from the types of equipment that could be used during renovation activities are shown in Table 3-7 below. Based on the information provided in Table 3-7 and accounting for typical usage factors of individual pieces of equipment and activity types along with standard attenuation rates, onsite renovation-related activities could result in 85 dBA $L_{max}$ at 50 feet and approximately 56 dBA $L_{max}$ at the nearest sensitive receptors (e.g., residences located 600 feet from the project site). However, Section 8.42.060 of the City's Municipal Code, construction-generated noise levels in excess of the aforementioned standards are allowed if they only occur during the less noise-sensitive hours of the day (e.g., between 7 a.m. and 6 p.m. on any day except Saturday or Sunday, or between 8 a.m. and 5 p.m. on Saturday or Sunday). As stated in the project description, renovation activities would be limited to the daytime hours between 7 a.m. - 6 p.m. during weekdays and 8 a.m. - 5 p.m. on weekends, per the City's noise ordinance, and, thus, consistent with the limitations of the Municipal Code. Therefore, short-term onsite renovation source noise would not result in the

exposure of persons to or generation of noise levels in excess of applicable standards, or a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project. This impact is considered **less than significant**.

Table 3-7 Typical Reference Noise Emission Levels from Construction Equipment

| Equipment Type | Reference Level ($L_{max}$ dBA) @ 50 feet |
|---|---|
| Crane | 85 |
| Loader | 80 |
| Telehandler | 85 |
| Roller | 85 |
| Manlift | 85 |
| Truck (cement or water) | 84-85 |

Notes:
Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.
Source: FHWA 2006

## LONG-TERM OPERATIONAL NOISE

***Less-Than-Significant Impact***. Implementation of the proposed project would result in the addition of approximately 225 average daily trips to the roadway network. The roadway under study that would be most affected by the proposed project is Natoma Street. Roadway noise levels were modeled using noise prediction methods from the Federal Highway Administration (FHWA) and inputs from the transportation analysis prepared for the project (MRO Engineers 2012) under existing, baseline, and cumulative (2030) conditions each with and without the project. Noise sensitive receptors (e.g., residences, schools, churches, libraries, parks) are located adjacent to Natoma Street, along each segment under study. Results are summarized below in Table 3-8 and are included in Appendix B. The proposed project does not include new residential land uses. The focus of this analysis is whether the proposed project would result in a substantial increase in roadway noise levels that would affect existing offsite sensitive receptors. Typically, an increase of 3 dbA is considered a perceptible change in noise levels. As shown in Table 3-8, the predicted increase in noise levels due to additional traffic on affected roadway segments under existing plus project, baseline plus project, and cumulative plus project conditions would be unperceivable (i.e., 0.1 dBA increase or less).

In addition, implementation of the proposed project would include onsite stationary equipment such as emergency backup diesel generators and heating, ventilation, and air conditioning (HVAC) equipment. Based on reference noise levels and accounting for typical usage factors of individual pieces of equipment and activity types along with standard attenuation rates, onsite long-term operational-related activities could result in hourly average noise levels of approximately 82 dBA $L_{max}$ at 50 feet and approximately 53 dBA $L_{max}$ at the nearest sensitive receptors. Such noise levels would be within the limits established by the City's noise ordinance for exterior noise levels. In addition, it is reasonable to expect approximately 15-25 dbA exterior-to-interior noise level reduction (Paul S. Veneklasen & Associates 1973, cited in CDOT 2002:7-37) which would provide consistency with the City's exterior noise standards at the nearest sensitive receptor. This impact would be **less than significant.**

Table 3-8 Predicted Vehicular Traffic Noise Levels

| Roadway | From | To | Ldn (dBA) at Nearest Receptor | | | | | | | | | Significant Impact? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing+ | | | Baseline+ | | | Cumulative+ | | | |
| | | | Existing | Project | Change | Baseline | Project | Change | Cumulative | Project | Change | |
| Natoma St | Folsom Blvd | Riley St | 62.1 | 62.2 | 0.1 | 65.8 | 65.9 | 0.1 | 68.4 | 68.5 | 0.1 | No |
| Natoma St | Riley St | Coloma St | 60.1 | 60.2 | 0.1 | 62.3 | 62.4 | 0.1 | 64.3 | 64.4 | 0.1 | No |
| Natoma St | Coloma St | Wales Dr | 61.5 | 61.5 | 0.1 | 62.5 | 62.6 | 0.1 | 64.1 | 64.1 | 0.1 | No |
| Natoma St | Wales Dr | Prison Rd | 51.7 | 51.8 | 0.1 | 53.5 | 53.6 | 0.1 | 54.8 | 54.9 | 0.1 | No |
| Natoma St | Prison Rd | Hancock Dr | 65.1 | 65.2 | 0.1 | 66.2 | 66.4 | 0.2 | 67.8 | 67.9 | 0.1 | No |
| Natoma St | Hancock Dr | Folsom Lake Crossing | 62.6 | 62.6 | 0.0 | 63.3 | 63.4 | 0.1 | 64.9 | 64.9 | 0.0 | No |

Notes: dBA = A-weighted decibels; $L_{dn}$ = day-night noise level; Calculated noise levels do not consider any shielding or reflection of noise by existing structures, vegetation, or terrain features; or noise contribution from other sources.
See modeling results in Appendix B for further detail.
Source: Modeling performed by Ascent Environmental in 2012

## b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

***No Impact***. The proposed project would not involve any construction activities that would generate substantial groundborne vibration or noise. **No impact** would occur.

## e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

## f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

***No Impact***. The project site is not located within an airport land use plan, within two miles of a public airport or public use airport, or in the immediate vicinity of any private airstrip. Therefore, the project would have no noise-related effect associated with the use of such facilities. **No impact** would occur.

# 3.13 POPULATION AND HOUSING

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIII. Population and Housing. Would the project:** | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ |
| b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

## 3.13.1 ENVIRONMENTAL SETTING

The project site is designated as "Public" by the City of Folsom General Plan (1993). The proposed project would house up to 403 inmates in an existing facility on state-owned land, consistent with designated land use. Implementation of the proposed project would result in an increase of 100 new employees (please refer to Section 2.7.3, Facility Staffing, of this IS for details regarding the project's estimated staffing). The proposed facilities would only be accessed by inmates and staff at the correctional facility and would not serve any offsite development. Zip code data provided by CDCR indicate that the current FSP and CSP-Sac employees reside in 85 different jurisdictions. Zip code data from FSP was used in the analysis to represent expected employee distribution for the FWF. CSP-Sac zip code data is substantially similar in distribution pattern to FSP.

The main jurisdictions are listed below and those representing less than five percent of the total employees have been grouped together as "other." This analysis assumes the same distribution of employees throughout the region for the proposed facility. Therefore, of the 100 new employees, 16 are anticipated to reside within the City of Folsom. Please refer to Table 3-10 below.

Table 3-10 Current and Projected Population and Housing for FSP Employees

| City | Current Employee Residence | Expected Distribution of Transferred Employees | | Number of New Households [c] | | Transferred Employees & Family Population [d] | |
|---|---|---|---|---|---|---|---|
| | Percentage | 75 % [a] | 100 % [b] | 75% | 100% | 75% | 100% |
| Folsom | 16 | 12 | 16 | 11 | 14 | 29 | 38 |
| Sacramento | 16 | 12 | 16 | 11 | 14 | 29 | 38 |
| Elk Grove | 8 | 6 | 8 | 5 | 7 | 14 | 19 |
| Roseville | 6 | 5 | 6 | 4 | 5 | 12 | 15 |
| Rancho Cordova | 5 | 4 | 5 | 4 | 4 | 10 | 12 |

| Table 3-10 Current and Projected Population and Housing for FSP Employees | | | | | | | |
|---|---|---|---|---|---|---|---|
| City | Current Employee Residence | Expected Distribution of Transferred Employees | | Number of New Households [c] | | Transferred Employees & Family Population [d] | |
| | Percentage | 75 % [a] | 100 % [b] | 75% | 100% | 75% | 100% |
| Other | 49 | 36 | 49 | 32 | 43 | 91 | 124 |
| Total | 100 | 75 | 100 | 67 | 87 | 185 | 246 |

[a] Assumes 75% of all 100 new employees will relocate to the city specified.
[b] Assumes 100% of all 100 new employees will relocate to the city specified.
[c] Assumes a household size of 1.14 employees per household (100 new employees divided by 1.14 equals 88 potential new households)
[d] Assumes a household size of 2.74 persons in Sacramento County (2010 average household size in Sacramento County), household size of 2.62 in Placer County (2010 average household size in Placer County), and a household size of 2.89 persons in other cities and jurisdictions (2010 average household size in California).
[e] Other includes jurisdictions that represented 5% or less of total employee population.
Source: CDCR Zip Code Data 2012

## 3.13.2 DISCUSSION

### a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

***Less-Than-Significant Impact***. Implementation of the proposed project would result in an increase of an estimated 100 new employees. Because many of these new employment positions require a certain level of experience, relocation to the project area from outside the region by some existing correctional staff would be expected. Based on experience from similar CDCR facilities, CDCR conservatively estimates that approximately 75% of new employment positions at the proposed FWF would be filled by personnel located outside the local area. In addition, it is anticipated that the majority of new employees who move to the region would bring their families.

The project site is located in an urban area in proximity to several population centers. Based on CDCR zip code data for existing FSP employees, future employees are most likely to reside in the following nearby cities: Sacramento, Folsom, Elk Grove, Roseville, and Rancho Cordova. In 2010, the average household size for Sacramento County was 2.74 persons and Placer County was 2.62 (California Department of Finance 2012a).

Based on CDCR statistics from other institutions, it is assumed that for each correctional facility employee household, an average of 1.14 people in that household work at the correctional facility. As shown in Table 3-10, if 75% of new employment positions at the project site are filled by personnel located outside the local area, implementation of the project would result in an increase of 185 persons and 67 households in the communities listed above. If 100% of new project site employees and their families relocated to the area from outside the local area, implementation of the project would result in an increase of 246 persons and 87 households. For both scenarios, persons and households would likely be distributed throughout the various jurisdictions similar to current conditions.

It is anticipated that the new employees and their families relocating to the area would do so between 2013 and 2014. Between 2010 and 2015, the population of Sacramento County is projected to grow by approximately 63,810 persons, Placer County is projected to grow by 20,383 persons, and additional population increases are anticipated through 2020 for both counties (California Department of Finance 2012b). If 75% or 100% of new project site employees and their families relocate to the area, the project would contribute less than 1% (84 or

107 persons divided by 63,810 persons in Sacramento County; 12 or 15 persons divided by 20,383 persons in Placer County) of the forecasted population growth in Sacramento and Placer Counties between 2005 and 2010.

Between 2010 and 2015, Sacramento County is expected to grow by 7,382 new homes and Placer County is expected to grow by 2,092 new homes (CDOT 2011). In 2010, Sacramento County had a total of 531,500 households and Placer County had a total of 134,700 households (CDOT 2011). The proposed project could result in up to 87 new households throughout the region. These 87 new households would account for a small fraction (less than 1%) of existing and expected development in these counties and would not constitute substantial population growth. Further, the Sacramento County area continues to experience substantial housing foreclosures, suggesting ample availability of housing for people who would move to the area. Finally, between 2010 and 2040, Sacramento County is expected to grow by approximately 233,900 households and Placer County by 76,900 (CDOT 2011).

The proposed project would contribute to population growth in the region as a result of employee relocation from outside the region. Projected growth forecasts for the region indicate population increases through the year 2040, and new employees and their families would account for only a small fraction of the forecasted population growth. In addition, an analysis of existing and planned housing units in Sacramento and Placer Counties indicates that the housing supply is adequate to accommodate up to 87 new households. Because new employees and their families would contribute a small fraction of the forecasted population growth in San Joaquin and Sacramento Counties between 2010 and 2015, and new households would account for a small fraction of existing and planned development in the region, project-related regional population increases are not considered substantial enough to necessitate new homes or infrastructure, and impacts would be considered **less than significant**.

### b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

***No Impact***. The project site is located within the perimeter of the existing CDCR property and would not displace any existing homes. Therefore, **no impact** would occur.

### c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

***No Impact***. The project site is located within the perimeter of the existing CDCR property and would not displace any people. Therefore, **no impact** would occur.

# 3.14 PUBLIC SERVICES

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIV. Public Services. Would the project:** | | | | |
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: | | | | |
| Fire protection? | ☐ | ☐ | ☐ | ☒ |
| Police protection? | ☐ | ☐ | ☐ | ☒ |
| Schools? | ☐ | ☐ | ☒ | ☐ |
| Parks? | ☐ | ☐ | ☐ | ☒ |
| Other public facilities? | ☐ | ☐ | ☐ | ☒ |

## 3.14.1 ENVIRONMENTAL SETTING

The FSP Fire Department (FSPFD) provides fire protection, emergency medical services (EMS) and ambulance transport service for both FSP and CSP-Sac. The FSPFD is located adjacent to both facilities at 300 Prison Road and is staffed by 14 inmate firefighters who provide prompt response to fires reported on prison grounds. This fire department would serve the proposed project. The FSPFD maintains a mutual aid agreement with the City of Folsom Fire Department that would provide backup emergency services.

The City of Folsom Fire Department has four stations within the City of Folsom. Station 38 is the nearest station to the project site and is located at 1300 Blue Ravine Road, approximately three miles south west of the project site. The City fire department provides fire protection and emergency medical services for a population of approximately 65,000 people and responds to over 5,400 requests for service annually, an average of 14.8 per day. The City fire department responds to fire, paramedic, and public assistance calls utilizing fire engines, a truck company, grass units, an air unit, and paramedic ambulances.

CDCR staffs correctional facilities with fully armed officers who are equipped to manage security. The proposed project would staff 100 new CDCR employees, which would include correctional officers, counselors, teachers, parole services associates, and other types of support staff. CDCR handles all law enforcement needs at its facilities and rarely requires assistance from City police or County sheriff departments.

The City of Folsom Police Department is located at 46 Natoma Street, approximately 1.3 miles south west of the project site. The City police department has a staff of 110, including officers and support staff.

The nearest school to the project site is the Blanche Sprentz Elementary School located at 249 Flower Drive, approximately one mile south of the project site. The project site is located in the Folsom Cordova Unified School District.

Folsom Lake State Recreation Area, the nearest county park to the project site, is located approximately 0.5 mile northeast from the project site.

The Sacramento Municipal Utilities District (SMUD) currently supplies electricity to FSP and CSP-Sac. Pacific Gas and Electric Company (PG&E) provides natural gas to the region and would provide natural gas to the FWF for its gas water heaters, furnaces, and kitchen equipment. Standby power would be provided with a backup generator.

## 3.14.2 DISCUSSION

### a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

#### Fire protection?

***No Impact***. The FSPFD is located adjacent to the project site and would provide primary fire response services to the new facility. It is currently adequately staffed and equipped to provide the level of service needed for the proposed project. The City of Folsom Fire Department would provide back-up emergency fire protection through its existing mutual aid agreement with FSPFD. An impact would be potentially significant if construction of the proposed project would require the construction of new facilities or alter existing facilities to maintain adequate fire response and the construction of those improvements would result in substantial adverse physical impacts. Operation of the project would not require the construction of new or alteration of existing FSPFD or the City of Folsom Fire Department facilities. Therefore, the project would have **no impact** on fire protection services.

#### Police protection?

***No Impact***. The proposed project would be a correctional facility that employs onsite staff to monitor inmates and visitors. Any demand on the City of Folsom Police Department would be back-up assistance under the County Mutual Aid Agreement. The project would not require the construction of a police substation or addition to the existing City of Folsom Police Department building to provide assistance. Therefore, the proposed project would create **no impact** on local law enforcement agency services and no mitigation is required.

#### Schools?

***Less-Than-Significant Impact***. Because the proposed project would generate new employment opportunities, there may be a slight potential for local population growth and, therefore, an increase in the student population. Implementation of the proposed project would result in an increase of 100 new employees. Based on CDCR zip code data for the existing FSP employees, Sacramento, Folsom, and Elk Grove contain the largest percentage of employees, (i.e., 16% in Sacramento and Folsom and 8% in Elk Grove).The remaining employees are dispersed throughout the region and other parts of California in much lesser percentages. This analysis assumes the same distribution of employees throughout the region for the proposed facility. Therefore, of the 100 new employees, 16 are anticipated to reside within the City of Folsom. Based on an average household size in the County of Sacramento of 2.69, this would result in an increase of 43 people in the City of Folsom (U.S. Census Bureau 2012). The families of relocated employees would bring school-age children who would join local school districts. However, it is not expected that new residences would result in the demand for construction of a new school or alteration of an existing school to add a classroom because the new residents would be distributed

throughout the City and the region. Therefore, the potential increased population of school-aged children would be a **less-than-significant** impact.

### Parks?

***No Impact***. The project site is located 0.5 miles away from the nearest park. Project construction would have no impact on the park. Project operation would not interfere with the implementation of the City's General Plan recreation policies (see Section 3.15 below for a discussion of recreation).There would be **no impact.**

### Other public facilities?

***No Impact***. SMUD would provide electricity to the project site through an existing connection and back-up electricity would be provided by an onsite generator. Because the proposed project would renovate and reuse an existing facility, the proposed project would not expand the building footprint or the inmate capacity. Therefore, existing electricity supply would be adequate and no new transmission lines or substations would be constructed. There would be **no impact.**

# 3.15 RECREATION

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XV. Recreation. Would the project:** | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | ☐ | ☐ | ☒ | ☐ |

## 3.15.1 ENVIRONMENTAL SETTING

The project site is located in the area designated as District F in the Folsom Parks and Recreation Master Plan (Master Plan). District F includes the area between Natoma Street and Folsom Lake on the north, the Central Business District to the southwest, and Blue Ravine Boulevard along the southeasterly and easterly sides. The existing parks in this district include Folsom Lake Recreation Area, B.T. Collins Park, Ed Mitchell Neighborhood Park, Folsom City Park/Zoo, R.G. Smith Clubhouse, Briggs Ranch Mini Park, and Elvie Perazzo Briggs Park. The American River Parkway borders District F to the west (City of Folsom 1996).

## 3.15.2 DISCUSSION

### a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

***Less-Than-Significant Impact***. Recreational facilities for prison inmates are provided onsite, and these facilities would not be subject to substantial physical deterioration. Because the proposed project would generate minor new employment opportunities, there would be a potential for growth-induced population increases. Implementation of the proposed project would result in an increase of 100 new employees. As discussed in Section 3.14, Population and Housing, new employees and their families would contribute a small fraction of the forecasted population growth in San Joaquin and Sacramento counties between 2010 and 2015, and new households would account for a small fraction of existing and planned development in the region. Therefore, any increase in the use of existing neighborhood and regional parks or other recreational facilities that may occur as a result of these new employees would not be substantial in any one community and would not be expected to cause substantial deterioration of these facilities. Because the project would not result in the substantial physical deterioration of onsite or offsite recreational facilities, this impact would be considered **less than significant**.

### b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

***Less-Than-Significant Impact***. Because the proposed project would generate minor new employment opportunities, there would be a potential for growth-induced population increases. Implementation of the proposed project would result in an increase of 100 new employees. As discussed in Section 3.14, Population and Housing, new employees and their families would contribute a small fraction of the forecasted population growth in San Joaquin and Sacramento counties between 2010 and 2015, and new households would account for a small fraction of existing and planned development in the region. Therefore, project-related regional population increases are not considered substantial enough to necessitate the construction of new homes or infrastructure, including parks and recreational facilities. This impact would be considered **less than significant**.

# 3.16 TRANSPORTATION/TRAFFIC

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVI. Transportation/Traffic. Would the project:** | | | | |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | ☒ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☒ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☒ |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | ☐ | ☐ | ☐ | ☒ |

## 3.16.1 ENVIRONMENTAL SETTING

A traffic impact study was prepared for the proposed project (MRO Engineers 2012). The traffic impact analysis is included in Appendix C of this IS/ND.

The traffic study analyzed traffic operations under the following five scenarios:

- Existing Conditions
- Baseline No Project Conditions
- Baseline Plus Project Conditions
- Cumulative No Project Conditions, and
- Cumulative Plus Project Conditions.

Traffic operations were evaluated in the weekday AM and PM peak hours, which typically correspond to the heaviest, commute-oriented traffic volumes. Intersections included in the traffic study are shown in Exhibit 3-4 and listed below:

1. East Natoma Street/Riley Street
2. East Natoma Street/Coloma Street
3. East Natoma Street/Wales Drive/City Hall Driveway
4. East Natoma Street/Prison Road
5. East Natoma Street/Hancock Drive/Prison Industry Authority Access Road, and
6. East Natoma Street/Folsom Street Crossing

The following describes the roadway network serving the proposed project, as well as existing traffic operations at key intersections in the vicinity of the project site.

**East Natoma Street** is an arterial road that extends northeast from Folsom Boulevard near the Historic District of Folsom to provide a connection to the Empire Ranch area in the eastern part of the city, where it curves to the southeast. In the vicinity of the project site, East Natoma Street has one lane in each direction (plus bike lanes) and a posted speed limit of 45 miles per hour (MPH). To the west of the project site, the speed limit on East Natoma Street is 35 MPH, with the transition from 45 MPH to 35 MPH occurring between Hancock Drive and Prison Road.

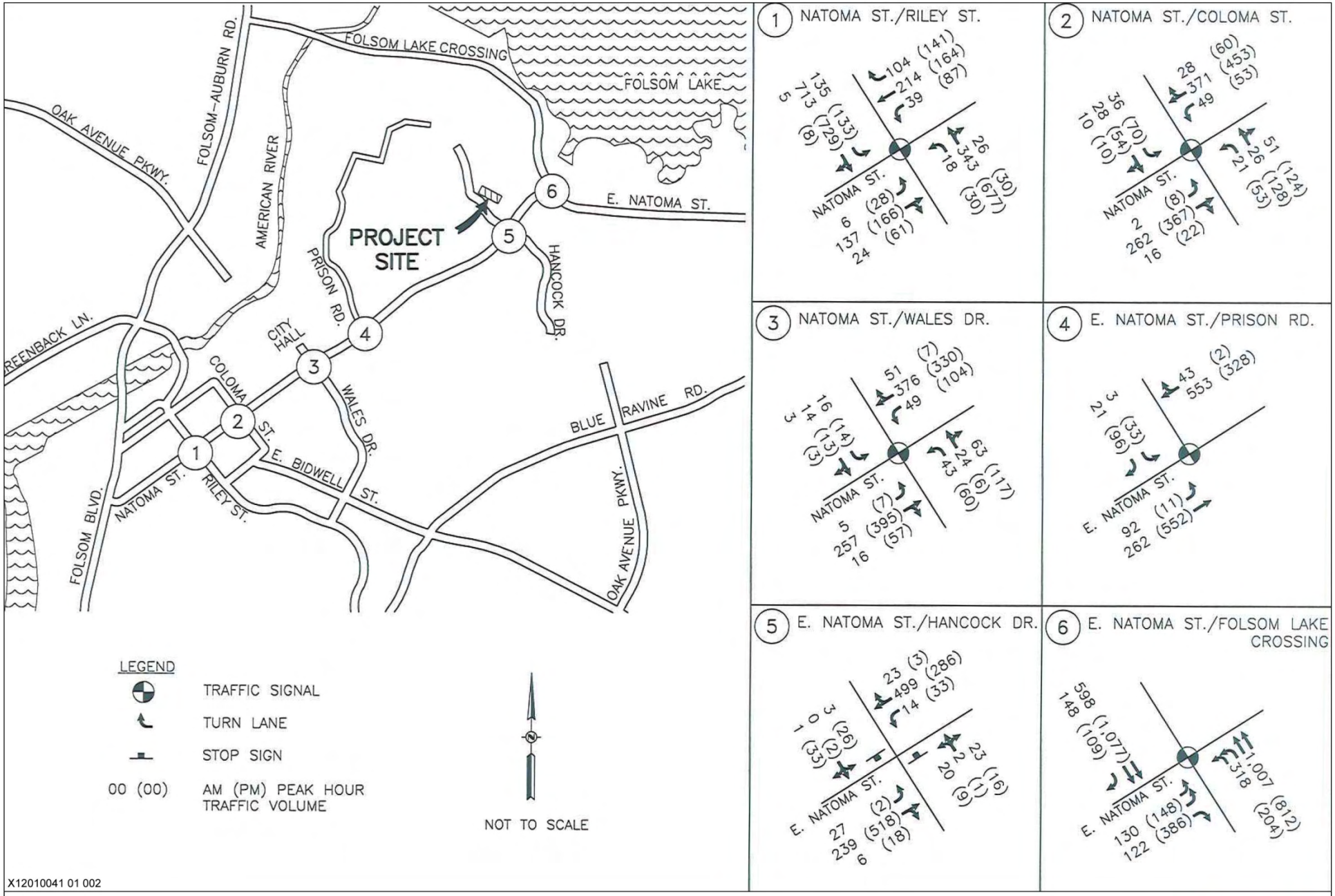
**Riley Street** curves through Folsom in a generally northwest-to-southeast direction, beginning in the Historic District and ultimately connecting to Oak Avenue Parkway. In the study area, it is a two-lane street with left-turn lanes at intersections. Riley Street intersects East Natoma Street at a signalized intersection.

**Coloma Street** connects East Natoma Street with residential areas to the northwest, as well as to the commercial areas along East Bidwell Street and Riley Street to the southeast. It is a two-lane street, which intersects East Natoma Street at a signal-controlled location.

**Wales Drive** meets East Natoma Street at a traffic signal-controlled intersection, which also serves as the primary access to Folsom City Hall. It is a two-lane street that passes through a residential area before connecting to the commercial areas along East Bidwell Street and Riley Street. It has a 25 MPH posted speed limit.

**Prison Road** is a two-lane road that serves as the primary vehicular access to and from FSP and CSP-Sac. It meets East Natoma Street at a signalized T-intersection, although the fourth (i.e., south) leg of that intersection will be added to serve a 32,000-square-foot office development that was approved by the City of Folsom in early 2009.

**Folsom Lake Crossing** is the roadway on the recently-constructed bridge across the American River, just below Folsom Dam. It provides four lanes plus bike lanes. In addition, a Class I off-street bike path is located along the north and east sides of the road. A 55 MPH speed limit is posted on Folsom Lake Crossing, which meets East Natoma Street at a signal-controlled T-intersection.




*Source: Data received by MRO Engineers; adapted by Ascent Environmental Inc., 2012.*

**Exhibit 3-4** **Study Intersections and Existing Traffic Volumes**

The traffic study prepared for the proposed project also conducted a level-of-service (LOS) analysis for each of the six study intersections. The existing LOS for each of the intersections is shown below in Table 3-11.

Table 3-11 Level of Service per Intersection

| Intersection | Existing Conditions | | | |
|---|---|---|---|---|
| | Weekday A.M. Peak Hour | | Weekday P.M. Peak Hour | |
| | Delay[1] | LOS[2] | Delay[1] | LOS[2] |
| East Natoma Street/Riley Street | 21.6 | C | 26.3 | C |
| East Natoma Street/Coloma Street | 15.1 | B | 19.4 | B |
| East Natoma Street/Wales Drive/City Hall Driveway | 15.8 | B | 16.5 | B |
| East Natoma Street/Prison Road | 7.8 | A | 7.0 | A |
| East Natoma Street/Hancock Drive/Prison Industry Authority Access Road[3] | 21.3 | C | 17.7 | C |
| East Natoma Street/Folsom Lake Crossing | 8.4 | A | 17.0 | B |

[1] Average Delay – per vehicle, in seconds.
[2] LOS: Level of service based on worst approach delay for two-way stop controlled intersections and average delay for all-way stop controlled intersections.
[3] Unsignalized intersection
Source: MRO Engineers 21012

As shown in Table 3-11, in the weekday AM peak hour, all six study intersections meet the City's General Plan policy requiring operation at LOS C or better. Two intersections are at LOS C (East Natoma Street/Riley Street and East Natoma Street/Hancock Drive/Prison Industry Authority Access Road), while the remaining four locations operate at LOS A or B. In the weekday peak PM hour, four study intersections also operate at LOS A or B and the remaining two locations (East Natoma Street/Riley Street and East Natoma Street/Hancock Drive/Prison Industry Authority Access Road) are at LOS C. Thus, according to the City's General Plan policy, all six study intersections operate at acceptable levels of service in this time period.

## CITY OF FOLSOM GENERAL PLAN

The City of Folsom General Plan identifies minimum acceptable level of service for traffic operations at signal-controlled intersections in the City. Relevant policies are shown below:

- **Policy 17.17:** The City should strive to achieve at least a traffic Level of Service "C" throughout the City. During the course of Plan build-out it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs.
  - The City has defined appropriate standards of significance to reflect this policy, including criteria that address situations where the signalized intersection level of service is worse than LOS C under "no project" conditions. Those standards of significance are as follows:
    - If the "no project" level of service is LOS C or better and the project-generated traffic causes the intersection level of service to degrade to worse than LOS C (i.e., LOS D, E, or F), then the proposed project must implement mitigation measures to return the intersection to LOS C or better.
    - If the "no project" level of service is worse than LOS C (i.e., LOS D, E, or F) and the project-generated traffic causes the overall average delay value at the intersection to increase by five seconds or more, then the proposed project must implement mitigation measures to improve the intersection to the "no project" condition or better. It is not necessary to improve the intersection to LOS C.

- If the "no project" level of service is worse than LOS C (i.e., LOS D, E, or F) and the project-generated traffic causes the overall average delay value at the intersection to increase by less than five seconds, then the traffic impact is considered less than significant and no mitigation is required.

## 3.16.2 DISCUSSION

### a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

***Less-Than-Significant Impact***. The traffic study conducted for the proposed project evaluated Baseline Plus Project and Cumulative Plus Project traffic conditions. The two scenarios are discussed separately below.

#### BASELINE PLUS PROJECT

To evaluate project-generated increases in traffic, peak-hour traffic volumes generated by the proposed project were added to the "Baseline No Project" scenario. Changes in LOS at the affected intersection were then evaluated using the City of Folsom's significance thresholds for LOS performance. This approach is considered conservative because the "Baseline No Project" scenario includes traffic conditions as a result of an additional 21 development projects that are likely to take place in the City of Folsom. See Appendix C for a complete list of projects. Additionally, the "Baseline No Project" scenario does not include any roadway improvements and, therefore, this scenario represents the existing roadway conditions with traffic generated by an additional 21 projects.

Trip rates for the proposed project were based on values from the Institute of Transportation Engineers Manual (ITE) and are shown below in Table 3-12 for weekday AM and PM peak hours. Project-generated traffic volumes were added to the Baseline No Project scenario to evaluate changes in traffic volumes and LOS at intersections affected by the proposed project. Table 3-12, summarizes the changes in LOS as a result of the proposed project.

Table 3-12 Trip Generation Estimate Summary

| | Weekday - AM Peak Hour | | | Weekday - PM Peak Hour | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| **Trips/Employee** | | | | | | |
| Trip Rates | 0.28 | 0.14 | 0.42 | 0.06 | 0.17 | 0.23 |
| Peak-Hour Trips[1] | 28 | 14 | 42 | 6 | 17 | 23 |
| **Trips/Bed** | | | | | | |
| Trip Rates[2] | 0.05 | 0.05 | 0.10 | 0.005 | 0.045 | 0.05 |
| Peak-Hour Trips[2] | 20 | 20 | 40 | 2 | 18 | 20 |

Notes:
[1] Based on 100 total employees.
[2] Based on 403 beds.
Source: MRO Engineers, 2012, Table 8.

| Table 3-13 Level of Service Summary[1] Baseline + Project Conditions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday AM Peak Hour | | | | Weekday PM Peak Hour | | | |
| | Baseline No Project | | Baseline + Project | | Baseline No Project | | Baseline + Project | |
| Intersection | Delay[2] | LOS[3] | Delay | LOS | Delay | LOS | Delay | LOS |
| East Natoma Street/Riley Street | 23.7 | C | 24.1 | C | 38.7[4] | D | 39.1 | D |
| East Natoma Street/Coloma Street | 14.4 | B | 14.4 | B | 21.3 | C | 21.6 | C |
| East Natoma Street/Wales Drive/City Hall Driveway | 14.9 | B | 14.9 | B | 17.0 | B | 17.2 | B |
| East Natoma Street/Prison Road | 21.7 | C | 22.0 | C | 15.1 | B | 15.1 | B |
| East Natoma Street/Hancock Drive/Prison Industry Authority Access Road[5] | 28.5 | D | 29.9 | D | 25.5 | D | 26.1 | D |
| East Natoma Street/Folsom Lake Crossing | 9.9 | A | 10.0 | A | 26.0 | C | 26.4 | C |

Notes:
[1] Reference: Highway Capacity Manual 2010 (Transportation Research Board, Fifth Edition, December 2010).
[2] Average control delay (seconds per vehicle). Delay value represents overall average intersection delay at signal-controlled intersections and worst-case movement delay at stop-sign-controlled location.
[3] Level of service.
[4] Shaded cell denotes unacceptable level of service.
[5] Unsignalized Intersection

As shown above in Table 3-13, in the AM peak hour, addition of the project-generated traffic would cause relatively minor changes to the level of delay at the study intersections. Further, in all cases, the level of service is unchanged from Baseline No Project conditions. Five of the six locations would continue to operate at acceptable levels of service (i.e., LOS C or better). As under Baseline No Project conditions, one study intersection would exceed the City's LOS significance threshold (East Natoma Street/Hancock Drive/Prison Industry Authority Access Road). However, the project-related incremental impact at that location is less than the City's adopted threshold of 5.0 seconds per vehicle of added delay.

In the PM peak hour, no change in LOS is projected at any of the six study intersections. Four study locations would operate at LOS B or C with the addition of project-related traffic, which conforms to the City's LOS C significance threshold. The remaining two locations (East Natoma Street/Riley Street and East Natoma Street/Hancock Drive/Prison Industry Authority Access Road) are both projected to operate at LOS D, the same as under Baseline No Project conditions. As in the AM peak hour, the incremental increase in delay directly attributable to project-generated traffic is less than the significance threshold employed by the City of Folsom. Based on the traffic study conducted (MRO Engineers 2012), the stop-sign-controlled intersection of East Natoma Street/Hancock Drive/Prison Industry Authority Access Road is projected to have insufficient traffic during peak hours to warrant construction of a new traffic signal (MRO Engineers 2012).

Therefore, project-generated traffic combined with the Baseline scenario would not result in substantial increases in traffic such that any of the six study intersections would exceed the City of Folsom's significance criteria for traffic delay and congestion. Further, because the Baseline scenario includes traffic volumes associated with 21 additional development projects, and the proposed projects' associated traffic would not result in a significant impact under these conditions, traffic volumes and congestion at the study intersections from the proposed project added to existing conditions alone would result in less traffic on the existing roadway network in comparison to the Baseline Plus Project scenario. Thus, project-generated increases in traffic would result in a **less-than-significant** impact.

## CUMULATIVE PLUS PROJECT

The traffic study prepared for the proposed project also evaluated a Cumulative Plus Project scenario. The cumulative conditions reflect the level of development anticipated throughout the City of Folsom, including the Folsom Sphere of Influence (SOI) annexation area and the entire Sacramento region, through the year 2030 and include various road improvements throughout the City of Folsom (See Appendix C for further details). The traffic volume projections were based on the SACMET travel demand forecasting model developed and maintained by the Sacramento Area Council of Governments (SACOG).

The same six intersections that were evaluated under the Baseline Plus Project scenario were evaluated under the Cumulative Plus Project scenario. No improvements to these intersections were included in the cumulative scenario. Table 3-14 below summarizes the LOS of service at the study intersections under Cumulative Plus Project conditions.

**Table 3-14 Level of Service Summary[1] Cumulative + Project Conditions**

| Intersection | Weekday AM Peak Hour | | | | Weekday PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| | Cumulative No Project | | Cumulative + Project | | Cumulative No Project | | Cumulative + Project | |
| | Delay[2] | LOS[3] | Delay | LOS | Delay | LOS | Delay | LOS |
| East Natoma Street/Riley Street | > 80.0[4] | F | > 80.0 | F | > 80.0 | F | > 80.0 | F |
| East Natoma Street/Coloma Street | 26.4 | C | 27.9 | C | 32.5 | C | 32.9 | C |
| East Natoma Street/Wales Drive/City Hall Driveway | 19.7 | B | 20.4 | C | 36.5 | D | 37.6 | D |
| East Natoma Street/Prison Road | 31.4 | C | 32.2 | C | 17.1 | B | 17.2 | B |
| East Natoma Street/Hancock Drive/Prison Industry Authority Access Road[5] | > 50.0 | F | > 50.0 | F | > 50.0 | F | > 50.0 | F |
| East Natoma Street/Folsom Lake Crossing | 12.4 | B | 12.4 | B | 59.9 | E | 60.2 | E |

Notes:
1 Reference: *Highway Capacity Manual 2010* (Transportation Research Board, Fifth Edition, December 2010).
2 Average control delay (seconds per vehicle). Delay value represents overall average intersection delay at signal-controlled intersections and worst-case movement delay at STOP-sign-controlled location.
3 Level of service.
4 Shaded cell denotes unacceptable level of service.
5 Unsignalized Intersection

As shown above in Table 3-14, during the weekday AM peak hour, four of the six study intersections are expected to continue to meet the City of Folsom's significance thresholds. The two intersections where substandard levels of service are projected are East Natoma Street/Riley Street (LOS F, the same as under Cumulative No Project conditions) and East Natoma Street/Hancock Drive/Prison Industry Authority Access Road (also the same as under Cumulative No Project conditions at LOS F). The project-related incremental delay value at East Natoma Street/Riley Street would be 2.4 seconds per vehicle, which is below the City's significance threshold of 5.0 seconds per vehicle. The stop-sign-controlled intersection of East Natoma Street/Hancock Drive/Prison Industry Authority Access Road would have insufficient traffic on the minor legs to meet the minimum requirement of the "Peak Hour" signal warrant (MRO Engineers 2012).

As shown above in Table 3-14, during the weekday PM peak hour, four study locations are projected to operate at worse than LOS C. East Natoma Street/Riley Street and East Natoma Street/Hancock Drive/Prison Industry Authority Access Road would both operate at LOS F. East Natoma Street/Folsom Lake Crossing would operate at LOS E, while East Natoma Street/Wales Drive/City Hall Driveway would operate at LOS D. No change in level of

service is projected at these intersections, compared to Cumulative No Project conditions. At East Natoma Street/Riley Street, the project-related traffic would increase the intersection delay value by 1.3 seconds per vehicle. The incremental increase in delay at East Natoma Street/Wales Drive/City Hall Driveway would be 1.1 seconds per vehicle, while project-generated traffic would cause the delay at East Natoma Street/Folsom Lake Crossing to increase by 0.3 second per vehicle. Thus, the project-related impact at those locations is less than 5.0 seconds. As in the AM peak hour, the projected traffic volumes on the minor legs of the stop-sign-controlled intersection of East Natoma Street/Hancock Drive/Prison Industry Authority Access Road would be too low during peak hours to warrant construction of a new traffic signal (MRO Engineers 2012).

Therefore, because the project-generated traffic increase is below the City of Folsom's significance threshold of 5.0 seconds both during the weekday AM and PM peak hour, the project-generated traffic would not be considered a considerable contribution to the existing cumulative impact at the intersections operating below LOS C. This would be a **less-than-significant** impact.

### b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

***Less-Than-Significant Impact***. As discussed above under question a), traffic from the proposed project when combined with the traffic expected under the Baseline conditions would not exceed the City of Folsom's LOS standard at any of the signalized study intersections. Additionally, the projected traffic volumes at the unsignalized intersection are less than the minimum values associated with the Peak Hour signal warrant (MRO Engineers 2012). This would be a **less-than-significant** impact.

### c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

***No Impact***. The proposed project does not include any uses that could have any adverse effects on air traffic patterns. Therefore, there would be **no impact.**

### d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

***No Impact***. The project site is located on the existing FTTF grounds. Existing roadways on the site were designed to safely serve the existing facility. The proposed project does not include any changes in roadway design, and appropriate access to the project site would be provided by the existing roadway network. In addition, project mitigation does not propose design features that increase hazards such as sharp curves or dangerous intersections. Because project construction and operation would not increase hazards due to a design feature or incompatible use, there would be **no impact.**

### e) Result in inadequate emergency access?

***No Impact***. Existing emergency access is adequate to the project site. Proposed project construction activities would occur entirely on the existing grounds and would not change or impair emergency vehicle access to the facility. Project operation would result in the generation of approximately 225 average daily trips, which would not affect emergency access. Because emergency access is and would remain adequate, **no impact** would occur.

### f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

***No Impact***. The proposed project would be located within the perimeter of the CDCR property and would not conflict with adopted policies, plans, or programs supporting alternative transportation. There would be **no impact**.

# 3.17 UTILITIES AND SERVICE SYSTEMS

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVII. Utilities and Service Systems. Would the project:** | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☒ | ☐ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☐ | ☒ |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | ☒ | ☐ |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | ☐ | ☐ | ☒ | ☐ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☐ | ☒ |

## 3.17.1 ENVIRONMENTAL SETTING

The FSP and CSP-Sac facilities obtain water from Folsom Lake under a Memorandum of Understanding (MOU) between the State of California, US Army Corps of Engineers, and the Bureau of Reclamation. Under the MOU, the Bureau of Reclamation provides 4,000 acre feet per year of raw water from Folsom Lake by piping water from Folsom Dam.

Folsom Reservoir is the sole source of water for the City of Folsom. The City currently has water rights of up to 34,000 af/yr (City of Folsom 2008). The City's water service area includes the areas within the City limits south of the American River. The water service area is bordered on the east by the El Dorado County line, on the north by Folsom Reservoir and FSP, on the west by Lake Natoma and the American River, and on the south by US Highway 50. The City would provide water to the proposed FWF.

Water for the existing FSP and CSP-Sac facilities is treated at a dedicated onsite 3.5 million gallon per day (mgd), water treatment plant (City of Folsom 2008). Currently, the FSP and CSP-Sac facilities use an average of approximately 2,200 af/yr (Beland pers. comm. 2012). The water is delivered to the Folsom facilities (FSP, CSP-Sac, and the project site) from Folsom Lake through an 84-inch water intake pipeline (named Natoma Pipeline)

that splits into two separate lines just north of the CDCR property. One line goes into the dedicated FSP water treatment plant (WTP) that supplies water to the FSP and CSP-Sac facilities. The other line is the City's 60-inch raw water line to the City's WTP that would serve the proposed project site. For the portion of the City south of the American River, treated water is supplied through the Folsom WTP. The plant has a nominal capacity of 50 mgd, and has been retrofitted to accommodate recycling of plant operations water. Water delivery from the City's WTP to its service area was 23,113 af in 2010. Water for the project would be supplied by the City's water storage tank located on leased FSP grounds.

### WASTEWATER

Wastewater collection is provided to the project site through the City of Folsom and the Sacramento Regional County Sanitation District (SRCSD) conveyance systems. The City provides the sewer system and the SRCSD provides wastewater treatment.

The City's sewer collection system consists of over 267 miles of sanitary sewer pipe and nine pump stations. The City's wastewater is conveyed through the SRCSD's regional sewer pipelines for treatment at SRCSD's Sacramento Regional Wastewater Treatment Plant (SRWTP) in Elk Grove, Sacramento County. The SRWTP treats, on average, 141 mgd and has a capacity of up to 181 mgd (SCRSD 2012). The SRWTP operates under the Central Valley Regional Water Quality Control Board issued National Pollution Discharge Elimination System (NPDES) permit.

A sewer collection system serves CSP-Sac and CALPIA. Wastewater from these facilities discharges into a sewer line that eventually connects with a single 20-inch conveyance line that runs parallel to the American River between FSP and the Rainbow Bridge in Folsom. From there, the wastewater flow discharges into Folsom's 17-inch sewage conveyance line and continues down Folsom Boulevard (north to south) to a collection point near Hazel Boulevard where it enters the SCRSD transmission system. CDCR maintains a Sewer Agreement with the City of Folsom which allows CDCR to release an average daily rate of 1.15 mgd and a maximum daily rate of 2.50 mgd of wastewater (City of Folsom 2007).The proposed FWF would also be served by this existing sewer collection system. In 2011, FSP and CSP-Sac released a peak winter flow of 942,095 gpd, a peak summer flow of 835,242 gpd, and an average flow of 849,723 gpd of wastewater from existing facilities (Beland, pers. comm. 2012). Based on these discharge rates, CDCR is below their permitted discharge allowance.

### SOLID WASTE

The Kiefer Landfill, located at 12701 Kiefer Boulevard and Grant Line Road in Sloughhouse, is the County of Sacramento's primary landfill that receives solid waste. Keifer Landfill serves the existing FSP and CSP-Sac. The landfill has a total permitted capacity of 117.4 million cubic yards and as of 2012 has 30 million cubic yards of waste (26% of total capacity). On average, the landfill accepts 630,000 tons of municipal solid waste each year (Sacramento County 2012).

## 3.17.2 DISCUSSION

### a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

***Less-Than-Significant Impact***. CDCR facilities are authorized to release an average daily rate of 1.15 mgd and up to a maximum of 2.50 mgd of wastewater to the SRWTP through the City of Folsom and the SRCSD conveyance systems. The SRWTP is required to operate in compliance with its current NPDES permit, thereby ensuring

wastewater treatment requirements are met. The SRWTP is currently planning a major upgrade to meet recent NPDES permit requirements.

The proposed FWF would house 403 new female inmates. Based on an average discharge rate of 150 gpd per inmate (Hayes, pers. comm., 2012), the proposed project would result in an additional 60,450 gpd of wastewater discharge. Combined with the existing wastewater discharge from adjacent CDCR facilities, this would result in a total of 910,173 gpd. The additional wastewater associated with the proposed project would not exceed discharge rates allowed in the sewage agreement between CDCR and the City of Folsom. Therefore, the proposed project would not exceed wastewater treatment requirements and this would be considered a **less-than-significant** impact.

### b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

***Less-Than-Significant Impact***. As described above under a), the existing sewer conveyance systems and SRWTP would have adequate capacity to serve the proposed project's wastewater needs. As part of the proposed FWF project, CDCR would install a new sewage grinder pump, to replace the existing unit, within the existing manhole at 48 inches below ground. Construction activities involved with this new grinder pump are considered in this document. No new sewage facilities or expansion would be required. This would be a **less-than-significant impact.**

### c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

***No Impact***. The proposed project involves renovation and minor improvements to the existing FTTF structures and facilities. No new impervious surfaces would be added as a result of the proposed project. Therefore, no construction or expansion of stormwater drainage facilities would occur. As such, no **impact** would occur.

### d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

***Less-Than-Significant Impact***. The proposed facility would house 403 new female inmates. Based on an average water demand factor of 175 gpd per inmate, the proposed project would result in an additional 70,525 gpd of water demand from Folsom Reservoir, or 79 af/yr (Hayes, pers. comm., 2012). Currently, the existing FSP and CSP-Sac facilities use 55% of their available water rights (current consumption of 2,200 af/yr of a total available 4,000 af/yr). The additional water demand associated with the proposed project would not exceed CDCR's water rights, as allowed by CDCR's existing agreement with the City of Folsom. Further, because the City has already accounted for the 4,000 af/yr of water allocation to the CDCR property in the City's water demand projections, and the proposed project would not result in a water demand that reaches this level, the City would have enough water supplies to support the proposed project. Therefore, CDCR would have enough water supplies under its current water rights contract to serve the proposed project and no new entitlements or facilities would be required. This impact would be considered **less than significant**.

### e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

***Less-Than-Significant Impact***. As described above under a), the existing SRWTP would have adequate capacity to serve the proposed project's wastewater needs. This would be a **less-than-significant** impact.

### f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

***Less-Than-Significant Impact***. Operation of the proposed project would result in the generation of additional solid waste. Based on a solid waste production factor of 3.6 pounds per inmate per day (Hayes, personal communication 2012), the proposed facility would result in an additional 1,451 pounds per day (403 inmates times 3.6) and 529,542 pounds per year (265 tons per year).

The additional 265 tons per year of project-generated waste would not be considered a substantial increase in waste (i.e., less than 1% of existing yearly intake of municipal solid waste), and the Kiefer Landfill would have adequate capacity to serve the proposed project's projected solid waste disposal needs. This impact would be **less than significant.**

### g) Comply with federal, state, and local statutes and regulations related to solid waste?

***No Impact***. Solid waste from operations would be collected on a regular basis and would be disposed of at Kiefer Landfill, which is permitted to receive municipal solid waste. Thus, the proposed project would comply with all federal, state, and local statutes and regulations related to solid waste, and **no impact** would occur.

# 3.18 MANDATORY FINDINGS OF SIGNIFICANCE

| ENVIRONMENTAL ISSUES | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVIII. Mandatory Findings of Significance.** | | | | |
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☐ | ☒ | ☐ |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | ☐ | ☐ | ☒ | ☐ |
| c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☐ | ☒ |

Authority: Public Resources Code Sections 21083, 21083.5.
Reference: Government Code Sections 65088.4.
Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

## 3.18.1 DISCUSSION

### a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

***Less-Than-Significant Impact***. As evaluated in this IS/Proposed ND, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory. Environmental commitments are in place (see Section 2.9 of this IS) to avoid impacts to Swainson's hawk and/or other nesting raptors. Thus, this would be a **less-than-significant** impact.

### b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

***Less-Than-Significant Impact***. CDCR owns the approximately 1,200 acres on which CSP-Sac and FSP are located. Approximately 300 acres are used for CSP-Sac, 40 acres for FSP, and 7 acres for the proposed project, leaving a sufficient buffer zone between prison facilities and surrounding land uses. Cumulative air quality and traffic impacts are considered in Section 3.3, Air Quality, and Section 3.16, Traffic/Transportation, in this IS/Proposed ND, respectively. As described in the impact analyses in Sections 3.1 through 3.17 of this IS/Proposed ND, no potentially significant impacts would occur with implementation of the project and no mitigation measures would be required. Projects completed within the CDCR property in the past, such as the Administrative Segregation building constructed in 2003 and the Psychiatric Services Unit Office and Treatment Space, have implemented mitigation measures to ensure those projects' impacts are less than significant. Similarly, CDCR would mitigate potential impacts for any future improvements within CDCR's Folsom facilities to a less than significant level. Therefore, the proposed project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region, and impacts would be considered **less than significant**.

### c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

***No Impact***. As discussed in the analysis above, the project would not have environmental effects that would cause substantial adverse direct or indirect effects on human beings. **No impact** would occur.

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